SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

148

To Take Effect Sunday, August 7, 1932, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

F. L. BURCKHALTER,
General Manager

W. B. KIRKLAND,
Superintendent of Transportation

L. U. MORRIS,
Assistant General Manager

W. L. HACK,
Superintendent

EASTWARD

Time Table No. 148

August 7, 1932

Eastward inferior trains may run ahead of No. 606 Reno to Sparks.

Capacity of Sidings in Car Lengths	THIRD CLASS					FIRST CLASS						Distance from San Francisco	STATIONS
	490	488	486	484	482	22	28	20	294	606	10		
	Freight	Freight	Freight	Local Freight	Freight	Passenger	San Francisco Overland Limited	Pacific Limited	MOTOR	Mixed	Mail and Express		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Term. Yard BKTWOPY	9.00PM	4.00PM	12.30PM	4.00AM	3.00AM	11.10PM	10.50PM	3.55PM	11.25AM		1.25AM	106.6	TO-R ROSEVILLE 4.0
Yard P				4.15AM		f		f 4.03PM	s 11.35AM			110.6	ROCKLIN 4.9
65				See Page 3		11.27	11.06	See Page 3	See Page 3		1.41	115.5	LINCOLN AV., PENRYN 4.7
84 WP	9.40	4.40	1.10	5.50AM	3.40	s 11.40	11.15	s 4.32PM	s 12.10PM		1.50	120.2	TO NEWCASTLE 4.0
78 WP				6.15		s 11.52PM	11.23	s 4.45	s 12.25		1.58	124.2	AUBURN, NEVADA ST 4.9
68 P				6.30		12.03AM	11.32	4.54	f 12.40		2.07	129.1	BOWMAN 2.3
P									f 12.47			131.4	CLIPPER GAP 2.9
78 W				7.00		12.13	11.41	5.03	f 12.55		2.16	134.3	EAST APPLEGATE 3.4
75 P				7.15		f 12.20	11.47PM	f 5.10	s 1.05		2.22	137.7	N. E. MILLS 4.0
Yard YPWBK	10.30	5.50	2.00	8.30	4.30	s 12.45	12.01AM	s 5.25	s 1.15PM		2.35	141.7	TO-R COLFAX 4.3
60 P						1.00	12.13	5.38			2.48	146.0	CAPE HORN 6.2
125 PWOY	11.15PM	6.45	2.45	9.15	5.15	f 1.18	12.28	f 5.55			3.02	152.2	TO GOLD RUN 1.9
6 P Spur						s		s				154.1	DUTCH FLAT 1.9
4 P Spur						s		s				156.0	ALTA 0.8
5 Spur PW				9.45AM		s 1.42	12.43	s 6.15			3.17	156.8	TO TOWLE 2.8
								s				159.6	AMERICAN 1.1
75 P						1.58	12.57	f 6.31			3.31	160.7	MIDAS 4.1
78 WP	**1.10**AM	9.00	5.00		7.30	2.14	**1.10**	6.46			3.45	164.8	KNAPP 0.7
Yard PTW						f		f				165.5 166.6	BLUE CANON 5.2
86 IPTW						f 2.35	1.27	s 7.06			4.02	171.8	TO EMIGRANT GAP 6.1
82 PW	2.20	9.40	5.50		8.20	2.53	1.42	f 7.23			4.18	177.9	CRYSTAL LAKE 2.4
PWT						f 3.00		s 7.30				180.3	CISCO 5.2
67 PW						3.17	1.59	7.44			4.37	185.5	TROY 4.9
P						s		s			f	190.4	SODA SPRINGS 1.6
130 PTWBI	3.00	11.00PM	7.00		9.30	s 3.37	2.14	s 8.00			4.54	192.0	TO NORDEN 4.3
												196.3 197.7	EDER 2.9
PT												200.6	ANDOVER 2.3
72 PW						4.00	2.34	8.20			5.14	202.9	STANFORD 5.1
Yard PWTYOBK	**4.30**	12.20AM	**8.35**		10.50AM	s **4.30**	2.45	s **8.35**			f 5.30	208.0	TO-R TRUCKEE 8.3
P						f 4.53	3.02	f 8.53			5.47	216.3	BOCA 1.8
99 P						4.58	3.06	8.57			5.51	218.1	HINTON 4.3
68 PW						f 5.08	3.14	f 9.06			5.59	222.4	FLORISTON 6.1
No Siding WP												228.5	CALVADA 3.9
131 P	**6.17**	1.30	10.00		12.10PM	f 5.35	3.32	f 9.25			**6.17**	232.4	VERDI 10.5
Yard P						s 6.00 6.20	s 3.55	s 9.45 10.00		8.25PM	s 6.40 6.55	242.9	RENO 2.6
Yard						s 6.30		s 10.09		s 8.35		245.5	SPARKS (PASS. STA.) 0.7
Term. Yard OWTBK	7.15AM	2.35AM	10.45PM		1.05PM	s 6.35AM	s 4.10AM	s 10.12PM		s 8.40PM	s 7.10AM	246.2	TO-R SPARKS (DSP.OFF.)
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(137.1)
	(10.15) 13.38	(10.35) 12.95	(10.15) 13.38	(5.45) 8.73	(10.05) 13.60	(7.25) 18.47	(5.20) 25.70	(6.17) 21.82	(1.50) 19.15	(0.15) 13.20	(5.45) 23.83		............Time over District ....Average Speed per Hour

A. B. S.

A. T. C.

A. B. S.

No. 2 Track

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
28	Any Station	Receive	Cheyenne	
20	Any Station	Receive	Ogden	
10	Any Station	Receive	Ogden	
22	Smart	Discharge		
22	Farad Union Mills	Receive	Reno	
294	Roseville High School	Receive		

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
20	Magra, Forebay Smart Yuba Pass Spruce Union Mills Farad Fleish Lawton			

Eastward trains using siding at Clipper Gap must back through crossover near east end.

Additional Stations:

Lander, 139.0	Spruce, 187.8	Wickes, 221.5
Magra, 148.5	Polaris, 211.1	Farad, 224.7
Forebay, 163.0	Union Mills, 213.5	Mystic, 225.5
Smart, 173.3	Prosser Creek, 215.0	Fleish, 229.8
Yuba Pass, 176.1	Iceland, 220.9	Mogul, 235.8
Tamarack, 183.7		Lawton, 237.1

EASTWARD				Time Table No. 148 August 7, 1932		WESTWARD FIRST CLASS					THIRD CLASS			
484 Local Freight	20 Pacific Limited	294 MOTOR			Distance from Sparks	21 Pacific Limited	23 Passenger	9 Fast Mail	27 San Francisco Overland Limited	295 MOTOR	533 Freight	535 Freight	485 Local Freight	Capacity of Sidings in Car Lengths
Leave Daily Ex. Sunday	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
				TO-R ROSEVILLE 4.0	138.9	s 6.35 PM	s 4.05 AM	s 3.35 AM	s 5.05 AM	s 8.12 AM	10.00 AM	3.30 AM	2.00 PM	Term. Yard TOWYPBK
4.15 AM	f 4.03 PM	s 11.35 AM		ROCKLIN 3.3	134.9	s 6.27	f 3.56			s 8.05				P Yard
4.53	s 4.12	s 11.45		TO LOOMIS 2.7	131.6	s 6.19	f 3.48	3.23	**4.53**	s 7.57			1.35	P 94
5.10	s 4.20	s 11.55 AM		TO PENRYN 3.0	128.9	s 6.11	f 3.40			s 7.50				P 51
5.50 AM	s 4.32 PM	s 12.10 PM		TO NEWCASTLE 4.0	125.9	s 6.03	s 3.30	3.10	4.40	s 7.42			1.10	WP 58
				FLINT 0.9	121.9									P 73
				TO AUBURN 3.9	121.0	s 5.50	s 3.15	2.59	4.29	s 7.29			12.40	WP 50
				BOWMAN 2.5	117.1	f 5.38	3.03	2.51	4.21	s 7.18			12.15 PM	P 73
				CLIPPER GAP 3.0	114.6	f				f 7.12				P 58
			A. B. S.	WEST APPLEGATE 3.2	111.6	f 5.26	f 2.51	2.39	4.09	f 7.05			11.55 AM	P 51
				N. E. MILLS 5.0	108.4	f 5.18	f 2.43	2.32	4.02	s 6.58				Spur P 57
				TO-R COLFAX 4.3	103.4	s 5.05	s 2.30	f 2.20	s 3.50	6.45 AM	8.00	1.30	11.30	YWPBK Yard
				CAPE HORN 6.2	99.1	4.47	2.15	2.05	3.33					P 62
				TO GOLD RUN 1.9	92.9	s 4.33	f 2.00	1.51	3.18		7.15	12.45 AM	10.45	WOYP 65
				DUTCH FLAT 2.7	91.0	f	f							SPUR P 6
				TO TOWLE 2.8	88.3	f 4.21	f 1.46	1.40	3.06				10.15 AM	WP Spur 5
				AMERICAN 1.1	85.5	s								
				MIDAS 4.1	84.4	f 4.06	**1.30**	**1.30**	2.55					P 75
				KNAPP 0.7	80.3	3.55	f 1.14	1.20	2.44					P 78
				BLUE CANON 5.2	79.6	f	f							PTW
			No. 1 Track	TO EMIGRANT GAP 4.3	74.4	f 3.39	f 12.56	1.06	2.29		6.15	11.45 PM		WPI 80
				YUBA PASS 2.2	70.1	3.28	f 12.44	12.56	2.19					Summer 69 P
				CRYSTAL LAKE 2.0	67.9	3.23	12.38	12.51	2.14					PW 82
				CISCO 5.5	65.9	f 3.18	f							PT
				TROY 4.9	60.4	3.06	12.20	12.36	1.59					PW 56 Summer 68
			A. T. C.	SODA SPRINGS 1.3	55.5	s 2.55	f							P
				TO NORDEN 1.0	54.2	s 2.50	f 12.02 AM	12.21	1.42		4.30	10.00		IPTBW 79
				SUMMIT 3.2	53.2									P (Upper) 56 (Lower) 71
				DONNER 1.5	50.0	2.36	11.48 PM	12.09 AM	1.30					P 91
				EDER 2.9	48.5									
				ANDOVER 2.3	45.6									PT
				STANFORD 5.1	43.3	2.18	11.30	11.53 PM	1.13					WP 72
				TO-R TRUCKEE 8.3	38.2 38.0	s 2.05	s 11.15	s 11.40	1.00		2.45	8.15		Yard PWTYOBK
				BOCA 1.8	29.7	f 1.41	f 10.40	11.21	12.41					P 53
				HINTON 4.3	27.9	1.36	10.34	11.17	12.37					P 64
				FLORISTON 6.0	23.6	f 1.28	s 10.26	11.11	12.30					P
			A. B. S.	CALVADA 3.9	17.6									WP
				VERDI 10.4	13.7	f 1.07	f 10.03	10.53	12.10 AM					P 131
				RENO 2.6	3.3	s 12.45	9.40 s 9.25	10.35 s 10.17	s 11.50 PM					Yard P
				SPARKS (PSGR. STA.) 0.7	0.7	s 12.32	s							Yard
				TO-R SPARKS (DSP. OFF.)	0.0	12.30 PM	9.10 PM	10.05 PM	11.35 PM		1.00 AM	6.30 PM		Term. Yard OWTBPK
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(138.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
				Time over District Average Speed per Hour		(6.05) 22.83	(7.00) 19.84	(5.30) 25.25	(5.30) 25.25	(1.27) 24.48	(9.00) 15.43	(9.00) 15.43	(3.45) 13.50	

The above schedules are shown only for information and have no time-table superiority between Loomis and Newcastle, but will be known by their numbers and handled only by train orders between Loomis and Newcastle.

EASTWARD FIRST CLASS				Time Table No. 148 August 7, 1932		WESTWARD SECOND CLASS
Capacity of Sidings in Car Lengths	492 Mixed	Distance from San Francisco		Lake Tahoe Branch	Distance from Lake Tahoe	493 Mixed
	Leave Daily			STATIONS		Arrive Daily
Term. Yard	6.45 AM	208.0	TO-R	TRUCKEE 4.1	14.7	s 10.30 PM
	f	212.1		HEADLAND 1.5	10.6	f
	f 7.00	213.6		DENVALE 0.1	9.1	f 10.15
	f	213.7		McPHETRES 1.0	9.0	f
18 P	f 7.04	214.7		BIG CHIEF 1.0	8.0	f 10.10
	f	215.7		BULLS HEAD 1.0	7.0	f
	f 7.10	216.7		SQUAW CREEK 0.9	6.0	f 10.04
	f	217.6		OLD ROAD 0.9	5.1	f
	f 7.15	218.5		DEER PARK 2.0	4.2	f 9.58
	f 7.21	220.5		RAMPART 1.5	2.2	f 9.52
	f	222.0		MOSS HILLS 0.7	0.7	f
Term. Yard PK	s 7.30 AM	222.7	TO-R	LAKE TAHOE	0.0	9.45 PM
	Arrive Daily			(14.7)		Leave Daily
	(0.45) 19.60			Time over District Average Speed per Hour		(0.45) 19.60

Water at Mystic on No. 1 track only.

Westward passenger trains from Sparks should take water at Truckee in preference to other water stations.

Additional Stations:

Lawton, 237.1.	Iceland, 220.9.	Smart, 173.3.
Mogul, 235.7.	Prosser Creek, 215.0.	Forebay, 163.4.
Fleish, 229.8.	Union Mills, 213.5.	Alta, 156.0.
Mystic, 225.5	Polaris, 211.1.	Magra, 148.5.
Farad, 224.7.	Spruce, 187.8.	Lander, 139.0.
Wickes, 221.5.	Tamarack, 183.7.	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
295	Roseville High School	Discharge		
27	Any Station	Discharge		Ogden
23	Any Station	Discharge		Sparks
21 and 23	Lawton Fleish Farad Union Mills Smart Alta Magra			
21	Any Station	Discharge		East of Reno

EASTWARD

Time Table No. 148

August 7, 1932

Capacity of Sidings in Car Lengths	THIRD CLASS					FIRST CLASS										Distance from San Francisco		STATIONS	
	500	498	502	496	494	18	290	22	28	20	294	16	292	10	6				
	Local Freight	Local Freight	Local Freight	Freight	Local Freight	Cascade	Motor	Passenger	San Francisco Overland Limited	Pacific Limited	Motor	West Coast	Mixed and Passenger	Mail and Express	Klamath				
	Leave Daily Ex. Sunday	Leave Tues. Thurs. & Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Term. Yard BKWOTYPI	5.30PM							10.30PM	10.10PM	3.10PM	10.45AM	10.40AM	1.20AM	12.45AM		88.8	A. B. S.	TO-R SACRAMENTO 3.0	No. 2 Track
Yard IYP	5.40							10.37	10.17	3.17	f 10.53	10.47	1.27	12.52		91.8		ELVAS 1.7	
Yard PW										f	f					93.5		SWANSTON 1.4	
South 92 Yard P Center 86								10.43	10.22	3.24	f 11.00	10.52	1.32	12.57		94.9		BENALI 7.9	
60 Yard P								10.54	10.33	3.36	s 11.12	f 11.03	1.43	1.08		102.8		ANTELOPE 3.8	
Term. Yard BKOPTWY	6.15 7.00			8.00AM				s 11.03PM	s 10.42PM	s 3.47PM	s 11.25AM	s 11.13	s 1.55	s 1.17AM		106.6		TO-R ROSEVILLE 6.2	
111 P												11.22	2.05			112.8		WHITNEY 4.2	
134 PW	8.45											s 11.29	s 2.13			117.0		TO LINCOLN 4.0	
38 P																121.0		EWING 1.1	
106 P	9.00			8.25								**11.36**	2.20			122.1		BROCK 2.7	
32												11.40	f			124.8		SHERIDAN 3.3	
138 PW	9.30											s 11.45	s 2.30			128.1		TO WHEATLAND 6.1	
101 P												11.53AM	2.40			134.2		OSTROM 5.6	
																139.8		DANTONI JCT. 1.0	
Yard BKIYOWP	**10.30**PM			9.00	7.30AM							s 12.05PM	s 2.50 3.10			140.8		TO-R MARYSVILLE 1.0	
																141.8		W. P. R. R. Crossing 2.9	
112 WP												12.11	3.16			144.7		BERG 3.0	
43												12.16	3.21			147.7		LOMO 2.1	
13																149.8		SUNSET 1.7	
54 IP					8.00							s 12.22	3.27			151.5		TO LIVE OAK S. N. R. R. Crossing 6.5	
108 P				**9.40**	8.25							s **12.33**	s 3.40			158.0		TO GRIDLEY 3.4	
49 WP					8.40							s 12.40	s 3.48			161.4		TO BIGGS 6.0	
49 P												s 12.48	s 3.58			167.4		TO RICHVALE 4.1	
97 P					**9.10**							f 12.54	s 4.04			171.5		NELSON 6.6	
96 P					9.40							s **1.03**	s 4.15			178.1		TO DURHAM 6.1	
Yard BKYWOP		**2.25**PM		**10.30**	10.00AM							s 1.15	s 4.25 4.45			184.2		S. N. R. R. Crossing TO-R CHICO 7.1	
29 P												1.25	4.55			191.3		NORD 2.3	
122 P		2.50										1.30	4.59			193.6		ANITA 2.4	
16												1.35				196.0		CANA 7.0	
130 WP		3.20		**11.30**								s **1.50**	f 5.12			203.0		TO VINA 1.6	
15																204.6		COPELAND 5.1	
48 P		3.50										s 2.03	f 5.23			209.7		TO LOS MOLINOS 2.0	
120 PY		4.00	3.30PM	11.45		11.09PM	**1.32**PM					f 2.08	s 5.28		1.42AM	211.7		R TEHAMA 2.1	
Term. Yard BKWOPY		4.10PM	3.40PM	11.55AM		s 11.17PM	s **1.40**PM					s 2.15PM	s 5.35AM		s 1.50AM	213.8		TO-R GERBER	
	Arrive Daily Ex. Sunday	Arrive Tues., Thurs. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(125.0)	
	(5.00) 5.20	(1.45) 16.91	(0.10) 12.60	(3.55) 31.91	(2.30) 17.36	(0.08) 15.75	(0.08) 15.75	(0.33) 32.36	(0.32) 33.38	(0.37) 28.87	(0.40) 26.70	(3.35) 34.88	(4.15) 29.41	(0.32) 33.38	(0.08) 15.75			..........Time over District ....Average Speed per Hour	

No. 292 will operate as mixed daily except Monday and passenger only on Monday.

Schedule time and train orders will apply at the Junction Switch at Tehama.

Eastward trains, when taking siding at Marysville, will use crossover just west of west water column.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
20 294	Walerga			
16	Any Station	Receive	Klamath Falls	
6	Any Station	Receive	Black Butte	

Additional Stations:

Walerga, 99.4
Clayton, 118.4
Jester, 126.0
Rupert Spur, 138.9
Binney Junction Tower, 141.8

Sullivan, 146.4
Fagan, 155.9
Riceton, 164.1
Faulkner, 181.9

Gimbal, 189.1
Soto, 198.3
Ensign, 207.1
Bohemia, 208.0

WESTWARD

Time Table No. 148

August 7, 1932

			FIRST CLASS										THIRD CLASS						
		Distance from Gerber	9	23	27	5	293	295	15	17	289	21	501	497	503	499	495	505	507
			Fast Mail	Passenger	San Francisco Overland Limited	Klamath	Mixed and Passenger	Motor	West Coast	Cascade	MOTOR	Pacific Limited	Local Freight	Freight	Local Freight	Local Freight	Local Freight	Freight	Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon. Wed. & Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
A. B. S. No. 1 Track	TO-R SACRAMENTO 3.0	125.0	s 4.15 AM	s 4.45 AM	s 5.45 AM			s 8.55 AM	s 5.20 PM			s 7.15 PM	6.20 PM						
	ELVAS 1.7	122.0	4.06	4.36	5.36			8.45	5.12			7.07	6.10						
	SWANSTON 1.4	120.3						f				f							
	BENALI 7.9	118.9	4.01	4.31	5.31			f 8.38	5.07			7.01							
	ANTELOPE 3.8	111.0	3.50	4.20	5.20			s 8.26	4.56			6.50							
	TO-R ROSEVILLE 6.2	107.2	3.40 AM	4.10 AM	5.10 AM			8.15 AM	s 4.45			6.40 PM	5.30	12.35 PM				5.00 PM	12.35 AM
	WHITNEY 4.2	101.0							4.32					12.05 PM					12.01 AM
	TO LINCOLN 4.0	96.8							s **4.25**				5.00	11.55 AM				**4.25**	11.50 PM
	EWING 1.1	92.8																	
	BROCK 2.7	91.7							**4.16**				**4.16**	**11.36**				3.40	11.30
	SHERIDAN 3.3	89.0							s 4.11										
	TO WHEATLAND 6.1	85.7							s 4.05				3.40					3.20	11.10
	OSTROM 5.6	79.6							3.55				3.15	10.55				3.05	10.45
	DANTONI JCT. 1.0	74.0																	
	TO-R MARYSVILLE 1.0	73.0							s 3.45				3.00 PM	10.30			1.20 PM	2.45	**10.30 PM**
	W. P. R. R. Crossing 2.9	72.0																	
	BERG 3.0	69.1							3.29					10.10			1.05	2.20	10.15
	LOMO 2.1	66.1							3.25										
	SUNSET 1.7	64.0																	
	TO LIVE OAK S. N. R. R. Crossing 6.5	62.3							s 3.20					9.55			12.50	1.50	
	TO GRIDLEY 3.4	55.8							s 3.10					**9.40**			**12.33 PM**	1.35	9.45
	TO BIGGS 6.0	52.4							s 3.02					9.30			11.59 AM	1.25	
	TO RICHVALE 4.1	46.4							s 2.53										
	NELSON 6.6	42.3							f 2.47					**9.10**					9.00
	TO DURHAM 6.1 S. N. R. R. Crossing	35.7							s 2.36					8.55			11.20	**1.03**	8.45
	TO-R CHICO 7.1	29.6							s **2.25**					8.40		**10.30 AM**	11.00 AM	12.30 PM	8.30
	NORD 2.3	22.5							f 2.08										
	ANITA 2.4	20.2							2.04					7.50		10.00		11.59 AM	7.30
	CANA 7.0	17.8							2.00										
	TO VINA 1.6	10.8							s **1.50**					7.30		9.40		**11.30**	7.10
	COPELAND 5.1	9.2																	
	TO LOS MOLINOS 2.0	4.1							s 1.37							9.20			
	R TEHAMA 2.1	2.1				4.22 AM	s 6.16 AM		s **1.32**	1.47 PM	s 2.35 PM			7.05	8.10 AM	9.10		11.10	6.50
	TO-R GERBER	0.0				4.15 AM	6.10 AM		1.25 PM	**1.40 PM**	2.25 PM			6.55 AM	8.00 AM	9.00 AM		11.00 AM	6.35 PM
	(125.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed. & Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	Time over District Average speed per hour		(0.35) 30.51	(0.35) 30.51	(0.35) 30.51	(0.07) 18.00	(0.06) 21.00	(0.40) 26.70	(3.55) 31.92	(0.07) 18.00	(0.10) 12.60	(0.35) 30.51	(3.20) 15.60	(5.40) 18.72	(0.10) 12.60	(1.30) 19.74	(2.20) 18.60	(6.00) 17.86	(6.00) 17.86

No. 293 will operate as mixed daily except Monday and passenger only on Monday.

Schedule time and train orders will apply at the Junction Switch at Tehama.

Additional Stations:

Walerga, 99.4
Clayton, 118.4
Jester, 126.0
Rupert Spur, 138.9
Binney Junction Tower, 141.8
Sullivan, 146.4
Fagan, 155.9
Riceton, 164.1
Faulkner, 181.9
Gimbal, 189.1
Soto, 198.3
Ensign, 207.1
Bohemia, 208.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
15	Any Station	Discharge		Lincoln
295	Walerga			
5	Any Station	Discharge		Black Butte
17	Tehama	Discharge		Klamath Falls

Time Table No. 148

August 7, 1932

EASTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS			SECOND CLASS	FIRST CLASS			Distance from San Francisco	STATIONS
	502	512	514	510	6	18	290		
	Local Freight	Mixed	Local Freight	Mixed	Klamath	Cascade	Motor		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily		
Term. Yard IWYP		4.00 AM	3.45 AM		10.50 PM	8.50 PM	10.27 AM	75.6	TO-R DAVIS
100 P					10.58	8.57	10.35	80.7	MERRITT
17								83.2	MULLEN
BKIPW Yard 107		4.20 AM	4.15		s 11.10	9.05	s 10.47	84.9	TO-R WOODLAND S. N. R. R. Crossing
25 P			5.00		11.18	9.11	f 10.55	89.9	TO YOLO
29 P					11.25	9.18	f 11.03	95.8	TO ZAMORA
17 P								98.0	BRETONA
36 WP			**6.14**		11.33	9.26	f 11.11	103.2	TO DUNNIGAN
40 P							f	106.4	HERSHEY
118 119 YP					11.40	9.32	11.18	108.3	HARRINGTON
44 P			6.50		s 11.48	9.38	s 11.25	113.5	TO ARBUCKLE
30 PW					11.55 PM	9.43	f 11.31	117.6	GENEVRA
11								118.5	MACY
50 P			**8.15**		s 12.05 AM	9.50	s 11.41	124.2	TO WILLIAMS
45 P			8.55		12.12	9.55	11.47	129.1	CORTENA
59 WP					s 12.17	9.59	s **11.53**	133.0	TO MAXWELL
39 P			9.20		12.24	10.05	f 11.59 AM	138.3	DELAVAN
34					12.29	10.10	12.05 PM	142.1	NORMAN
31 P							12.09	144.3	LOGANDALE
64 BKWOYP	11.30 AM		10.00 AM		s 12.43	10.22	s 12.25	149.9	TO-R WILLOWS
10								153.2	LYMAN
44 P	11.55 AM				12.52	10.30	f 12.35	156.8	TO ARTOIS
50					12.57	10.34	12.41	160.7	GRAPIT
33 P								162.0	GREENWOOD
Yard 41 KPW	**12.50** PM			7.30 AM	s 1.06	10.40	s **12.50**	165.4	TO-R ORLAND
Yard 39 PY				7.35 AM				167.0	WYO
11								169.0	MALTON
26 P	**2.04**				1.18	10.49	f 1.02	173.4	KIRKWOOD
47 P	**2.50**				s 1.30	10.56	s 1.18	178.5	TO CORNING
44 P					1.35	11.01	f 1.24	181.6	RICHFIELD
120 YP	3.30 PM				1.42 AM	11.09 PM	s 1.32 PM	186.3	TO-R TEHAMA
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily		(110.7)
	(4.00) 9.10	(0.20) 27.90	(6.15) 11.84	(0.05) 19.20	(2.52) 38.62	(2.19) 47.78	(3.05) 35.90		............Time over District............ ....Average Speed per Hour........

WESTWARD

A. B. S.

STATIONS	Distance from Tehama	FIRST CLASS				SECOND CLASS	THIRD CLASS		
		5	293	17	289	511	503	513	515
		Klamath	Mixed and Passenger	Cascade	Motor	Mixed	Local Freight	Mixed	Local Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
TO-R DAVIS 5.1	110.7	s 7.00 AM	s 9.45 AM	s 4.10 PM	s 5.40 PM			11.10 AM	4,30 PM
MERRITT 2.5	105.6	6.50	f 9.35	4.03	f 5.29				4.15
MULLEN 1.7	103.1		f		f				
TO-R WOODLAND S. N. R. R. Crossing 5.0	101.4	s 6.43	s 9.25	**3.58**	s 5.20			10.50 AM	**3.58**
TO YOLO 5.9	96.4	6.31	s 9.12	3.47	f 5.10				3.00
TO ZAMORA 2.2	90.5	6.23	s 9.01	3.40	f 5.03				2.40
BRETONA 5.2	88.3		f		f				
TO DUNNIGAN 3.2	83.1	**6.14**	s 8.48	3.32	f 4.54				2.15
HERSHEY 1.9	79.9		f		f				
HARRINGTON 5.2	78.0	6.08	s 8.40	3.26	f 4.46				1.45
TO ARBUCKLE 4.1	72.8	6.02	s 8.32	3.20	s 4.39				1.30
GENEVRA 0.9	68.7	5.56	f 8.24	3.15	f 4.31				12.45
MACY 5.7	67.8		f		f				
TO WILLIAMS 4.9	62.1	5.48	s **8.15**	3.07	s 4.22				12.20 PM
CORTENA 3.6	57.2	5.42	f 8.02	3.01	f 4.12				
TO MAXWELL 5.3	53.3	5.37	s 7.56	2.56	s 4.06				**11.53** AM
DELAVAN 3.8	48.0	5.30	f 7.47	2.49	f 3.57				
NORMAN 2.2	44.2		f		f				
LOGANDALE 5.6	42.0	5.22	f 7.38	2.41	f 3.48				
TO-R WILLOWS 3.3	36.4	s 5.15	s 7.30	2.34	s 3.40		10.30 AM		11.00 AM
LYMAN 3.6	33.1		f		f				
TO ARTOIS 3.9	29.5	5.04	s 7.13	2.25	f 3.27				
GRAPIT 1.3	25.6	5.00	f 7.07	2.21	f 3.22				
GREENWOOD 3.4	24.3		f		f				
TO-R ORLAND 1.6	20.9	s 4.52	s 7.00	2.15	s 3.15	s 1.35 PM	9.30		
WYO 2.0	19.3	4.48	f 6.51	2.12	f	1.25 PM			
MALTON 4.4	17.3		f		f				
KIRKWOOD 5.1	12.9	4.40	f 6.42	**2.04**	f 2.57				
TO CORNING 3.1	7.8	4.34	s 6.35	1.58	s **2.50**		8.45		
RICHFIELD 4.7	4.7	4.29	s 6.22	1.53	f 2.43				
TO-R TEHAMA	0.0	4.22 AM	6.16 AM	1.47 PM	2.35 PM		8.10 AM		
(110.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
............Time over District............ ....Average Speed per Hour........		(2.38) 42.04	(3.29) 31.78	(2.23) 46.45	(3.05) 35.90	(0.10) 9.60	(2.20) 15.60	(0.20) 27.90	(5.30) 13.51

Schedule time and train orders will apply at the Junction Switch at Tehama.

At Woodland, the Woodland-Oroville main track originates at east switch of siding, located 150 feet east of cattle guard 85-A.

Trains to and from Knights Landing must use Woodland siding.

No. 293 will operate as mixed daily except Monday and passenger only on Monday.

West end of Harrington siding west of crossover is the westward siding and east end east of crossover is the eastward siding; Junction switch located at crossover.

Track 2 of the two tracks paralleling the main track at Wyo is the siding.

Additional Stations:

Elvaton, 89.2
Dufour, 92.1
Ronda, 93.7
Delphos, 126.8
Riz, 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
290	Any Station Harrington	Receive Discharge	Klamath Falls	Davis or West
18	Any Station	Receive	Klamath Falls, or beyond where scheduled to stop, and points on Siskiyou line.	
293 289	Dufour Ronda	Receive or Discharge		
5	Orland Williams	Receive	Points train is scheduled to stop.	
5	Any Station	Discharge		Black Butte
6	Any Station	Receive	Black Butte	

EASTWARD / WESTWARD

Time Table No. 148
August 7, 1932

Knights Landing and Oroville Branches

Capacity of Sidings in Car Lengths	EASTWARD SECOND CLASS 512 Mixed Leave Daily Ex. Sunday	EASTWARD SECOND CLASS 516 Mixed Leave Daily Ex. Sunday	EASTWARD FIRST CLASS	Distance from San Francisco		STATIONS	Distance from Oroville	WESTWARD FIRST CLASS	WESTWARD THIRD CLASS 513 Mixed Arrive Daily Ex. Sunday	WESTWARD THIRD CLASS 517 Mixed Arrive Daily Ex. Sunday
IBKPW Yard 107	4.20 AM			84.9	TO-R	WOODLAND 2.3	63.3		s 10.30 AM	
16	f			87.2		GARIC 0.5	61.0		f	
23	f			87.7		PEART 2.4	60.5		f	
19	f			90.1		CURTIS 3.9	58.1		f	
25 P	s 5.00			94.0	TO	KNIGHTS LANDING 2.5	54.2		s 10.00	
P	f			96.5	R	GRACE S. P. Crossing 0.9	51.7		f	
2 Spur	f			97.4		BYPASS 7.8	50.8		f	
65	f			105.2		CHANDLER 2.3	43.0		f	
29	f 5.35			107.5		MARCUSE 4.2	40.7		f 9.20	
19 W	f			111.7		TUDOR 1.0	36.5		f	
8	f			112.7		ABBOTT 3.4	35.5		f	
31	f			116.1		OSWALD 1.9	32.1		f	
43	f			118.0		BOGUE 2.7	30.2		f	
19 PI	s 6.15			120.7		YUBA CITY S. N. R. R. Crossing 1.4	27.5		s 8.45	
				122.1		W. P. R. R. Crossing E STREET, MARYSVILLE 0.6	26.1			
Yard WPYOIBK	s 6.30 AM	7.30 AM		122.7	TO-R	MARYSVILLE 8.3	25.5		8.30 AM	s 11.00 AM
19		s		131.0		RAMIREZ 4.3	17.2			s
15 P		s 8.00		135.3		HONCUT 6.6	12.9			s 10.25
14		f		141.9		HEARST 0.9	6.3			f
35 P		s 8.25		142.8		PALERMO 2.5	5.4			s 9.55
27		f		145.3		VILLA VERONA 2.9	2.9			f
Yard WTPK		s 8.45 AM		148.2	TO-R	OROVILLE	0.0			9.30 AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				(63.3)			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(2.10) 17.45	(1.15) 20.40				..............Time over District.............. ....Average Speed per Hour........			(2.00) 18.90	(1.30) 17.00

At Woodland, the Woodland-Oroville main track ends at east switch to siding, located 150 feet east of cattle guard 85-A.

Trains to and from Woodland-Oroville line will use Woodland siding. Normal position of east switch is for Woodland-Oroville line.

Normal position of switch of the Woodland-Oroville main track at Marysville is for Yuba City.

Additional Stations:

Laugenour, 89.4
Saccarus, 89.7
Coranco, 92.4
Cunard, 96.1
Vernon, 98.7
Coulter, 101.8
Lee, 102.7
Wilson, 109.2
Messick, 114.5
Binney Junction Tower, 122.7
Mello, 126.5
Mission, 131.8
Coxlane, 139.2
Baggett, 146.5

Additional Flag Stops to Receive or Discharge Passengers:
Nos. 512, 513, 516 and 517

Laugenour
Saccarus
Coranco
Cunard
Vernon
Coulter
Lee
Wilson
Messick
Mello
Mission
Coxlane and
Baggett

EASTWARD / WESTWARD

Time Table No. 148
August 7, 1932

Placerville Branch

Capacity of Sidings in Car Lengths	EASTWARD THIRD CLASS 518 Local Freight Leave Mon. Wed., Fri.	EASTWARD FIRST CLASS 298 Motor Leave Daily	Distance from San Francisco		STATIONS	Distance from Placerville	WESTWARD FIRST CLASS 299 Motor Arrive Daily	WESTWARD THIRD CLASS 519 Local Freight Arrive Tues., Thurs., Sat.
WOTYPBK Yard	5.30 AM	3.00 PM	88.8	TO-R	SACRAMENTO 0.5	59.9	s 9.20 AM	12.15 PM
			89.3		S. N. R. R. Crossing 0.3	59.4		
			89.6		JCT. SWITCH, R STREET 0.1	59.1		
			89.7		S. N. R. R. Crossing Western Pacific Crossing 0.5	59.0		
			90.2		Central California Traction Crossing 0.6	58.5		
	Via Elvas	Via Elvas	90.8		Western Pacific Crossing 1.2	57.9	Via Elvas	Via Elvas
			92.0		S. N. R. R. Crossing 0.3	56.7		
			92.3		HOMESTEAD 2.4	56.4		
89 WP	5.50	s 3.17	94.7	R	BRIGHTON 1.2	54.0	s 9.03	11.50 AM
29	5.55	s 3.20	95.9		PERKINS 1.6	52.8	s 9.01	11.40
9		f	97.5		MANLOVE 1.4	51.2	f	
81	6.05	f 3.25	98.9		MAYHEW 1.8	49.8	f 8.54	11.25
8		f	100.7		ROUTIER 0.9	48.0	f	
22	6.20	s 3.31	101.6	TO	MILLS 1.8	47.1	s 8.48	11.15
35	6.30	f 3.35	103.4		MATHER 1.0	45.3	f 8.44	11.05
35 P	6.50	s 3.38	104.4	R	CITRUS 3.0	44.3	s 8.42 8.27	11.00
18		f 3.44	107.4		NIMBUS 0.9	41.3	8.20	10.15
31	7.17	f	108.3		ALDER CREEK 1.8	40.4	f 8.17	
25		s 3.50	110.1		NATOMA 1.0	38.6	s 8.13	10.00
25 WY	**8.10**	s 3.55	111.1	TO-R	FOLSOM 6.9	37.6	s **8.10**	9.50
9	9.25	f 4.13	118.0		WHITE ROCK 8.1	30.7	f 7.54	9.10
15	10.20	f 4.34	126.1		LATROBE 5.3	22.6	f 7.36	8.35
6	10.50	f 4.50	131.4		DUGAN 5.5	17.3	f 7.24	8.10
27 W	11.45 AM	s 5.05	136.9		SHINGLE SPRINGS 5.8	11.8	s 7.10	7.45
32	12.30 PM	s 5.23	142.7		EL DORADO 2.3	6.0	s 6.55	7.20
23	12.45	s 5.31	145.0	TO	DIAMOND SPRINGS 3.7	3.7	s 6.50	7.05
Yard WTK	1.00 PM	s 5.40 PM	148.7	TO-R	PLACERVILLE	0.0	6.40 AM	6.50 AM
	Arrive Mon. Wed., Fri.	Arrive Daily			(59.9)		Leave Daily	Leave Tues., Thurs. & Sat.
	(7.30) 7.98	(2.40) 22.46			..............Time over District.............. ....Average Speed per Hour.........		(2.40) 22.46	(5.25) 11.06

EASTWARD / WESTWARD

Time Table No. 148
August 7, 1932

Fair Oaks Branch

Capacity of sidings in car lengths	EASTWARD THIRD CLASS	EASTWARD FIRST CLASS 300 Fair Oaks Motor Leave Daily	Distance from San Francisco		STATIONS	Distance from Fair Oaks	WESTWARD SECOND CLASS 301 Fair Oaks Motor Arrive Daily	WESTWARD FOURTH CLASS
35 P		8.28 AM	104.4	R	CITRUS 1.9	1.9	s 8.41 AM	
Yard 15 P		s 8.33 AM	106.3	TO-R	FAIR OAKS	0.0	8.35 AM	
		Arrive Daily			(1.9)		Leave Daily	
		(0.05) 22.80			..............Time over District.............. ....Average Speed per hour..........		(0.06) 19.00	

Additional Stations

Ramona, 95.5
Brown, 97.0
Alden, 98.0
Bradshaw, 99.8
Boyd, 100.3
Soudan, 103.7
Salsbury, 105.2
Nagle, 111.3
Prattrock, 111.4
Malby, 119.4
Harvey, 121.7
Cothrin, 123.1
Flonellis, 127.6
Swift, 127.8
Brela, 128.1
Brandon, 129.8
Bullard, 131.7
Bennett, 134.0
Cummings, 140.4
Apex, 147.7

Additional Flag Stops to Receive or Discharge Passengers:
Nos. 298 and 299

Brown
Malby
Harvey
Bradshaw
Salsbury
Alden
Prattrock
Ramona
Soudan
Cothrin
Bryants Crossing
Flonellis
Brela
Brandon
Bullard
Bennett
Cummings
and Apex

EASTWARD

Time Table No. 148

August 7, 1932

WESTWARD

Capacity of Sidings in Car Lengths	FIRST CLASS 520 Mixed Leave Tues., Thurs. & Sat.	Distance from San Francisco		Colusa Branch STATIONS	Distance from Wyo	FIRST CLASS 521 Mixed Arrive Mon. Wed. & Fri.
Yard PY	9.10 AM	108.3	R	HARRINGTON	72.1	s 11.15 AM
				4.0		
40	f	112.3		COLLEGE CITY	68.1	f
				3.7		
33	f	116.0		GRAINO	64.4	f
				4.8		
101 W	s 9.45	120.8	TO	GRIMES	59.6	s 10.40
				3.6		
30	f	124.4		SYCAMORE	56.0	f
				4.4		
35	f	128.8		DOLAN	51.6	f
				4.2		
97	s 10.30	133.0	TO	COLUSA	47.4	s 10.05
				10.2		
50	f	143.2		STEGEMAN	37.2	f
				2.7		
39 W	s 11.10	145.9		PRINCETON	34.5	s 9.15
				4.5		
33	s 11.30 AM	150.4		CODORA	30.0	s 9.00
				5.2		
64	f	155.6		GLENN	24.8	f
				6.5		
40	f	162.1		ORDBEND	18.3	f
				3.8		
33	f	165.9		ROTAVELE	14.5	f
				4.1		
84 W	s 12.50 PM	170.0	TO	HAMILTON	10.4	s 8.05
				10.4		
42 PY	s 1.25 PM	180.4		WYO	0.0	7.35 AM
	Arrive Tues., Thurs. & Sat.			(72.1)		Leave Mon. Wed. & Fri.
	(4.15) 16.64			Time over District Average Speed per Hour		(3.40) 19.67

Additional Stations: Oak Flat 125.4, Denco 137.0, Nadine Spur 157.0, Moda 175.2 and Cory 178.6.

Additional Flag Stops to Receive or Discharge Passengers: Nos. 520 and 521, at road-crossing 300 feet west of M.P. 139, 148f, Denco, Moda, Nadine Spur and Cory.

EASTWARD

Time Table No. 148

August 7, 1932

WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco	Dantoni Branch STATIONS	Distance from Dantoni Jct.	
		139.8	DANTONI JCT.	4.4	
			3.2		
7		143.0	LINDA	1.2	
			1.2		
17		144.2	DANTONI	0.0	
			(4.4)		

EASTWARD

Time Table No. 148

August 7, 1932

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 522 Mixed Leave Tues. Only	Distance from San Francisco		Fruto Branch STATIONS	Distance from Fruto	THIRD CLASS 523 Mixed Arrive Tues. Only
64 WOYBKP	6.00 AM	149.9	TO-R	WILLOWS	17.0	s 8.45 AM
				2.4		
7 Spur	f	152.3		LOSA	14.6	f
				3.5		
20	f 6.25	155.8		KURAND	11.1	f 8.20
				3.8		
10	f 6.42	159.6		MILLSHOLM	7.3	f 8.03
				4.0		
9	f 7.00	163.6		ATHENA	3.3	f 7.45
				3.3		
19 PT	s 7.15 AM	166.9	R	FRUTO	0.0	7.30 AM
	Arrive Tues. Only			(17.0)		Leave Tues. Only
	(1.15) 13.60			Time over District Average Speed per Hour		(1.15) 13.60

EASTWARD

Time Table No. 148

August 7, 1932

WESTWARD

Capacity of Sidings in Car Lengths			Distance from San Francisco		Sutter Basin Branch STATIONS	Distance from Josephine	
	P		96.5	R	GRACE	20.8	
					0.4		
30	P		96.9		MARCHANT	20.4	
					1.5		
33			98.4		MACKERT	18.9	
					2.0		
39	WP		100.4		ROBBINS	16.9	
					1.3		
33	P		101.7		SEYMOUR	15.6	
					3.4		
55	P		105.1		SUBACO	12.2	
					2.1		
33			107.2		PELGER	10.1	
					2.1		
55	P		109.3		EVERGLADE	8.0	
					1.9		
51	P		111.2		HINSDALE	6.1	
					0.6		
	YP		111.8		SHEFFIELD	5.5	
					1.5		
44			113.3		TISDALE	4.0	
					1.9		
15	(Spur)		115.2		PROGRESS	2.1	
					2.1		
24 35	(Spur)		117.3		JOSEPHINE	0.0	
					(20.8)		
					Time over District Average Speed per Hour		

EASTWARD

Time Table No. 148

August 7, 1932

WESTWARD

Capacity of Sidings in Car Lengths			Distance from San Francisco	Sutter Basin Branch STATIONS	Distance from Karnak	
30	P		96.9	MARCHANT	2.5	
				0.7		
26			97.6	ENSLEY	1.8	
				1.8		
5	P		99.4	KARNAK	0.0	
				(2.5)		
				Time over District Average Speed per Hour		

3600, 3700, 4100, 4300 or 5000 class engines must not be operated between Dantoni Junction and Dantoni.

EASTWARD

Time Table No. 148

August 7, 1932

WESTWARD

Capacity of Sidings in Car Lengths		Distance from San Francisco	River Farms Branch STATIONS	Distance from Boyer	
		93.5	KNIGHTS LDG. JCT.	13.8	
			2.8		
Spur 16		96.3	EASTHAM	11.0	
			2.9		
22		99.2	AYRSHIRE	8.1	
			3.2		
Spur 68		102.4	TYNDALL	4.9	
			3.7		
19Y		106.1	JIMENO	1.2	
			1.2		
Spur 14		107.3	BOYER	0.0	
			0.9		
			END OF TRACK		
			(13.8)		

Trains must not exceed 20 miles per hour between Knights Landing Junction and End of Track.

EASTWARD

Time Table No. 148

August 7, 1932

WESTWARD

Capacity of Sidings in Car Lengths	FIRST CLASS 524 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		Walnut Grove Branch STATIONS	Distance from Isleton	SECOND CLASS 525 Local Freight Arrive Daily Ex. Sunday
Term. Yard WOTYPBK	3.00 PM	88.8	TO-R	SACRAMENTO	32.4	9.10 PM
				0.5		
Yard		89.3		S. N. R. R. Crossing	31.9	
				0.3		
Yard P	3.05	89.6		JCT. SWITCH, R STREET	31.6	9.05
				2.2		
Yard		91.8		BATHS	29.4	8.55
				2.4		
60	3.20	94.2		DEL RIO	27.0	8.45
				3.3		
60	3.30	97.5		FREEPORT	23.7	8.35
				7.8		
60 P	3.55	105.3		HOOD	17.3	8.10
				4.0		
55	4.10	107.9		LAMBERT	13.3	7.45
				3.3		
44		111.2		MOFUBA	10.0	
				2.2		
Yard 61 PWY	4.25	113.4	TO	WALNUT GROVE	7.8	7.30
				7.8		
Yard PWBY	5.00 PM	121.2	TO-R	ISLETON	0.0	7.00 PM
	Arrive Daily Ex. Sunday			(32.4)		Leave Daily Ex. Sunday
	(2.00) 16.20			Time over District Average Speed per Hour		(2.10) 14.95

Additional Flag Stops to Receive or Discharge Passengers: Nos. 524 and 525 at Front and M Street, Sacramento, Charles, Pocket, Content, Cronin, Mosher, Acacia, Locke and Rosebud.

Additional Stations: Charles Mile Post 93.0, Pocket 96.4, Content 98.9, Cronin 100.1, Mosher 100.9, Acacia 102.6, Rosebud 103.3, Locke 112.6.

EASTWARD

Time Table No. 148

August 7, 1932

WESTWARD

Capacity of Sidings in Car Lengths	FIRST CLASS 526 Mixed Leave Mon., Wed. & Fri.	Distance from San Francisco		Stirling City Branch STATIONS	Distance from Stirling City	SECOND CLASS 527 Mixed Arrive Tues., Thurs. & Sat.
Yard OYWBKP	1.15 PM	184.2	TO-R	CHICO	31.2	s 11.59 AM
				2.4		
		186.6		S. N. R. R. Crossing	28.8	
				2.7		
	f	189.3		DREDGE	26.1	f
				3.3		
18	f 1.50	192.6		CROUCH	22.8	s 11.25
				5.6		
21 WP	s 2.20	198.2		PARADISE	17.2	s 10.55
				5.0		
12	s 2.50	203.2		MAGALIA	12.2	s 10.25
				3.0		
3 P	s 3.10	206.2		APPLETON	9.2	s 10.05
				3.8		
10 (Spur) WP	s 3.30	210.0		DOON	5.4	s 9.40
				5.4		
PY Yard	s 4.00 PM	215.4	TO-R	STIRLING CITY	0.0	9.00 AM
	Arrive Mon., Wed. & Fri.			(31.2)		Leave Tues., Thurs., Sat.
	(2.45) 11.35			Time over District Average Speed per Hour		(2.59) 10.46

Additional Flag Stops to Receive or Discharge Passengers: Nos. 526, 527, Barber (Chico yard). Oakdale Farms, Ostrander, Wagstaff, Optimo, Bush and Luce.

Additional Stations: Barber 185.1. Oakdale Farms 196.6, Ostrander 199.6, Wagstaff 200.2, Optimo 202.2, Bush 203.9, Luce 207.1.

Emergency water supply, Stirling City.

SACRAMENTO YARD—OUTBOUND, VIA ELVAS

SACRAMENTO YARD—INBOUND, VIA ELVAS

	THIRD CLASS	FIRST CLASS					Time Table No. 148			FIRST CLASS					THIRD CLASS
Terminal Yard	518 Local Freight	15 West Coast	298 Motor	231 Passenger	Distance from San Francisco		August 7, 1932		Distance from End of Division	210 Sacramento	16 West Coast	299 Motor	232 Passenger	238 Passenger	519 Local Freight
	Leave Mon. Wed., Fri.	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thurs., Sat.
Yard		6.10PM	3.00PM	8.20AM	88.8	Interlocking A. B. S.	TO-R SACRAMENTO (Passenger Station) 1.0	Double Track	7.0	s 6.35AM	s 8.45AM	s 9.20AM	s 1.00PM	s 9.15PM	
Yard	5.30AM				89.8		TO-R SACRAMENTO (12th Street) 2.0		6.0						12.15PM
Yard I	5.40	6.20	3.10	8.30	91.8		ELVAS 3.0		4.0	6.25	8.35	9.08	12.50	9.05	12.01PM
Yard I	5.50AM	6.25PM	s 3.17PM	f 8.35AM	94.8		BRIGHTON 1.0		1.0	f 6.20AM	8.30AM	9.03AM	f 12.45PM	f 9.00PM	11.50AM
I					95.8		END OF SAC'TO DIV.		0.0						
	Arrive Mon. Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily			(7.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward.
Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.
Brighton is register station for scheduled trains to and from Placerville only.

SPECIAL INSTRUCTIONS

"SAFETY"

RULE 2. The following are designated Watch Inspectors:

San Francisco	S. A. Pope, Manager of Time Service, 65 Market St.		
Sacramento, H. T. Harger, 1022 "K" St.		Marysville	Frank G. Mooney
Roseville	H. T. Harger	Chico	J. R. Dupen
Sparks	Adams & Davidson Co.	Willows	Robt. E. Boyd
Oroville	O. W. Halstead	Placerville	Leo C. Burger

RULES 10 (G) and 10 (H). On double track between Sparks and east end of tunnel No. 41, signals, except fixed signals used by trackmen, will be placed on right of track in direction of movement.

RULE 14 (d). As specified below four long one short sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99.

Tehama on Davis-Tehama Line.

RULE 14 (e). As specified below six long sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Gerber Line.
Brighton on Sacramento-Placerville Line.
Davis on Davis-Tehama Line.
Oroville on Swayne Lumber Co. Logging Road.

RULE 19. Markers must be kept lighted on No. 2 track between Rocklin and Colfax and on Nos. 1 and 2 tracks Knapp and Truckee, at all hours.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE D-71 and RULE 72. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Brighton to Roseville will move irrespective of time-table superiority when moving with the current of traffic.

RULE 83 (A). At the following stations, only the trains indicated will register.

Stations	
Chico Willows Harrington	Trains originating and terminating.

Sacramento, 12th St.—Trains originating and terminating and eastward freight trains from Western Division.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Nos. 5, 6, 17 and 18 at Woodland and Orland.
First-class trains Sacramento 12th Street, Colfax and Truckee.
First-class trains register at Roseville Passenger Station.

Folsom.—Register at Junction Switch, Folsom. Trains that are required to go to Folsom or trains originating or terminating at Folsom will on return to the Junction register the same information as shown on register at station.

RULE 83 (D). Trains must obtain a clearance before leaving Marysville, Colfax, Truckee, Folsom and Fair Oaks when such stations are open train-order offices. Extra trains not routed via Folsom or Fair Oaks will not go to or obtain a clearance at those stations.

RULE 93. YARD LIMITS.—Are defined by yard limit signs at the following stations:

Truckee, Colfax, Willows, Chico, Oroville, Isleton.
Emigrant Gap, Woodland, Orland, Folsom, Walnut Grove, Placerville.

SACRAMENTO YARD.—Between a point 1,000 feet east of Benali to a point ¼ mile west of west switch Mikon to a point 1,000 feet west of west switch at Polk on Stockton Line, to a point 1,000 feet east of Junction switch Brighton on Placerville Line, to a point 3½ miles east of Junction switch, R Street, on Walnut Grove Line.

ROSEVILLE YARD.—Between a point 4,000 feet west of west switch Antelope, to a point one mile east of junction switch on Roseville-Gerber Line, to a point 1,000 feet east of east switch at Rocklin, on No. 4 track and to a point 1,000 feet east of crossover on Nos. 1 and 2 tracks.

TAHOE YARD.—From a point 1,000 feet west of west switch Moss Hills.

MARYSVILLE YARD.—Between a point, 1,000 feet west of Rupert Spur, and including Dantoni Branch, to a point 1,000 feet east of 143-D, to a point 9,240 feet east of Binney Jct. switch on Woodland-Oroville Line, to a point 1,000 feet west of west switch of cannery track at Yuba City. This includes E and A Street cut-off.

GERBER YARD (Shasta Div.).—Between a point 80 feet east of east switch of house track at Tehama and a point on Shasta Division east of Gerber.

SPARKS YARD (Salt Lake Div.).—Between a point one and one-half miles west of Reno to a point 2,700 feet east of east switch at Sparks.

RULE D 97 (A). On double track between Sacramento and Sparks, trains may run extra moving with the current of traffic without running orders, but must obtain clearance before commencement of trip, if an operator is on duty.

DRAWBRIDGES AND RAILROAD CROSSINGS NOT INTERLOCKED

RULE 98.

Sacramento River at Knights Landing. Trains must not stop on drawbridge at Knights Landing.
Sacramento River at Tehama.

Southern Pacific trains will approach Western Pacific R. R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines will stop and ascertain that crossing is clear before proceeding.

Southern Pacific and Western Pacific trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

Trains will stop within two hundred feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

Movement of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Southern Pacific trains moving on Front Street, Sacramento and Southern Pacific yard engines switching on Front Street will stop before reaching the crossing at Front and M Streets and will proceed on hand signals from flagmen on the ground in the center of the crossing. flagman using a green flag by day and a green light by night.

Sacramento Northern trains and San Francisco & Sacramento Railroad trains will stop before reaching the crossing and will proceed on signal from the flagman in the center of the crossing, flagman using a yellow flag by day and a yellow light by night.

Trains and engines on "R" Street, Sacramento, will stop before crossing Sacramento Northern tracks at 31st and "R" Streets.

RULE D-152. Does not apply between 15th Street and Sacramento River Bridge, Sacramento, between Yosemite Street first road crossing east of Roseville passenger station and cut-off at Dry Creek west of Roseville.

TRAIN AND AIR INSPECTION.

On grades retaining valves will be used as follows:

Norden to Truckee.
One retaining valve for every 120 Ms in train.

Norden to Yuba Pass
One retaining valve for every 140 Ms in train.

Yuba Pass to Loomis
One retaining valve for every 100 Ms in train.

Stirling City to Mile Post 188
One retaining valve for every 80 Ms in train.

Placerville Branch
From MP-148 to MP-146 and from MP-145 to MP-138 one retaining valve for every 120 Ms in train.
MP-136 to MP-130 and from MP-129 to MP-122, one retaining valve for every 140 Ms in train.
From MP-117 to MP-112, one retaining valve for every 150 Ms in train.

When passenger train has stopped, engineman will release air brakes and retainers must be turned down and engineman notified by one sound of air signal.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

Freight trains and light engines, not equipped with tire coolers, except Mallets, on descending grade will make a stop of ten minutes between switches at the following stations to permit wheels to cool, trainmen will make a careful inspection of all cars, and enginemen inspect engine:

Andover: (During storms inspection will be made in shed at Andover.)
Truckee, Five minutes.
Summit. On No. 1 track.
Norden. On No. 2 track.
Troy.
Yuba Pass.
Midas.
Gold Run.
Colfax.
Flint (except westward freight trains that stop at Auburn, will inspect at Auburn instead of Flint.)
Latrobe.
Paradise.
Doon.
Crouch.

Passenger trains stop at Paradise five minutes to cool wheels.

Freight trains on descending grade, stop between switches at Knapp, five minutes to cool wheels.

Mallet engines running light on descending grades will make stop of sufficient length of time to inspect engine.

In valley open territory, freight trains will operate from one water stop to another without making stop for inspection, providing next stop is not greater than 50 miles apart.

Light engines descending grade that are equipped with tire coolers will stop at Emigrant Gap, Truckee, and Colfax for inspection.

At all points where freight trains stop for inspection between Roseville and Sparks, enginemen will drain water from main reservoirs on engines.

Westward passenger trains on No. 1 Track will make running test just before entering tunnel No. 6.

Standing air brake tests must be made at:

Summit	Westward freight trains.
Norden	Eastward and westward freight trains.
Stirling City	All trains.
Placerville	All trains.

This test must be made immediately before departure from Norden and Summit and engineers and conductors are responsible for brake pipe pressure throughout the train.

Westward freight trains will make brake pipe test at Truckee and Summit.

The tonnage of freight trains between Stirling City and Chico must not exceed 80 M's per operative brake.

The tonnage of freight trains between Placerville and Folsom must not exceed 100 M's per operative brake.

The tonnage of freight trains between Summit and Loomis, must not exceed 100 M's per operative brake.

The tonnage of freight trains between Norden and Truckee must not exceed 120 M's per operative brake.

Emergency hose must be used on freight trains between Sparks and Roseville. Emergency hose will be handled by carmen at Sparks and Roseville, but must be applied and removed when necessary by trainmen at intermediate stations.

AUTOMATIC BLOCK SYSTEM

The two center tracks, for entering and leaving Sacramento passenger station, are equipped with automatic signals between 6th and 7th Street switchtenders' stations. Rule 509 as applied to single track governs. Signal 889 will display green indication for direct movement to 6th Street switchtender's station, and yellow indication for crossover movement to 6th Street switchtender's station.

Main tracks 1 and 2, between Signal 890 and 891 located at 7th Street and interlocking signals located at 2nd Street, are not protected by automatic block signals. All trains will proceed with caution.

Three-arm block signal on No. 2 track at Junction switch, Rocklin, governs the movement of eastward trains. The upper home and distant signals govern the use of No. 2 track. The lower home signal will clear only when No. 4 track is clear and switch lined for that track.

On No. 1 track between Newcastle and Loomis and on No. 4 track between Rocklin and Loomis, Rule 509, single track will apply.

Trains stopped by signal 2134 or 2141 Gerber yard, may then proceed with caution not exceeding 12 miles an hour.

Signal arrangement west end Sparks yard will govern as follows: Signal 2452 on bridge governs main track movements on eastward main track. Dwarf signal 2452 on signal mast governs diverging route movements from eastward track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track. Light signal 2455 governs movement from engine lead to eastward main track.

SPECIAL SIGNALS

Light signals governing movement against current of traffic on No. 2 track from crossover Emigrant Gap to west limits Norden interlocking plant and from east limits Norden interlocking plant to Andover. On No. 1 track from Andover to east limits Norden interlocking plant and from west limits Norden interlocking plant to crossover Emigrant Gap, mile post 171.5.

When these signals indicate "stop," trains moving against current of traffic on No. 1 or No. 2 tracks Rule No. 509, single track, will apply.

Disc signals located at west switch Colfax, controlled by operators, will govern movement of trains as follows:

When showing yellow disc or yellow light; take siding.

When showing white disc or green light, proceed, if train orders or schedule permits.

Light signal on mast of signal 1427 east of Colfax, controlled by operators.—Indications are given by illuminated letters and figures as follows:

M—Hold main track.
X—Take crossover for roundhouse.
3—Take No. 3 siding at crossover east of road crossing.
4—Take No. 4 siding at east switch.
No light—Proceed, on time table or train order authority.

Light signal at switchman's cabin opposite yard office Roseville. This signal to be used by switchmen to give proceed signal to westward freight trains off Sparks-Roseville line to enter yard. Indications as follows:

No light—Stop and stay clear of Yosemite Street crossing.
Yellow light—Proceed into yard.

When proceed signal is given the yellow light will alternately flash off and on.

Junction switch, Tehama, normally lined for movement via Chico.

Normal indication Signal 2116—Stop, Trains on Davis-Tehama line will not pass Signal 2116 until junction switch is lined for Davis-Tehama line. Rule 509 applies.

INTERLOCKING

SACRAMENTO RIVER DRAWBRIDGE.—Extends eastward on No. 1 track to westward home signal three hundred fifty feet east of Front Street crossing and eastward on westward freight track to westward home signal three hundred fifty feet east of crossing.

Interlocking home light signal governing westward movements on No. 1 track at east end of bridge, equipped with number plate SA-887.

Derails, operated by switchtender, in Front Street tracks and drill tracks seventy-five feet from crossing.

Trains, engines and cars approaching Front Street crossing or junction of freight tracks with No. 1 and No. 2 tracks, will be governed by hand signal from switchtender, using green flag by day and green light by night.

NINETEENTH STREET, SACRAMENTO.—At crossing of R Street track with Western Pacific R. R.

Limits extend from interlocking home signal 400 feet west of tower to dwarf signal 250 feet east of tower.

Yard engines wishing to use industry spurs will give following signal from push button located on home signal 400 feet west of crossing.

To Valley Grocery spur—one short, two long.
To Bekins spur—one long, one short, one long.

ELVAS—Limits on Sacramento-Roseville line extend from interlocking home signal 1400 feet west of tower to automatic home Signal 924.

On Elvas-Polk line extend to interlocking home light signal at west switch to siding at Polk and to home interlocking light signal 600 feet east of Junction switch to Placerville line.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from Signal Operator:

American Can Company spur switch and derail. Derail is electrically locked.

Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

Crossover, center siding Elvas to westward track Elvas-Polk line. Movement governed by Signal 1355.

Crossover, center siding Elvas to eastward track Polk-Elvas line. Movement governed by Signal 1354.

West switch and derail center siding Elvas. Movement governed by Signal 1351.

Hopfen spur switch and derail. Movement governed by Signal 1345.

"R" Street connection, switch and derail. Movement governed by Signal 1331.

Switches and derails must be immediately returned to normal position after train has passed over them.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

To operate a dual control switch by hand, trainman must secure permission from the Signal Operator. When permission. including the time and working limits, is granted, he must first move selector lever to the "hand-throw" position and lock it in that position. When the time limit has expired or work is completed, the selector lever must be restored to the "switch machine" position, selector lever and hand-throw lever locked, and so reported to the Signal Operator; at the same time he must report the location of train or engine. If the main track is cleared and selector lever restored to "switch machine" position before expiration of the time limit new authorization must be obtained before again using the dual control.

The selector and hand-throw levers must never be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for siding when dual control use was started it must be again lined for siding before selector lever is restored to "switch machine" position.

When selector lever is placed in the "hand-throw" position, all signals immediately adjacent to the switch governed will indicate "stop." Under these conditions the train or engine authorized to use switch may pass these signals without stopping and make movements over the switch within the limits authorized as necessary during the time the selector lever is in the "hand-throw" position and locked. Trainman must notify engineer when the selector lever is in the "hand-throw" position, and also notify him when it is returned to the "switch-machine" position, so he may know when to be governed by the interlocking signals adjacent to the switch.

Whistle Signals governing routes as follows:

To Roseville, one long, four short.
To Sacramento, three long, one short.
To Polk, two long, three short.
To Elvas Siding, three short, two long.
To Third Track, two short, two long.
To American Can Spur, one long, one short, one long.
To Meister's Spur, one short, two long.

Eastward passenger trains will not be required to make running test approaching interlocking plant at Elvas, except when brake pipe has been separated.

EMIGRANT GAP.—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur at Emigrant Gap, to signal 1711, 500 feet west of turntable.

On No. 2 Track from clearance of crossover to signal 1716, 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of interlocking signal west of house track spur switch on No. 1 track.

Indication displayed on interlocking signal located sixty (60) feet east of crossover switch Emigrant Gap, governing movement through crossover from No. 2 track to No. 1 track:

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turntable and equipped with electric lock.

Westward trains stopped at interlocking signal west of house track spur switch, will call operator at Emigrant Gap on telephone and be governed by his instructions and when instructed by him to operate the derail by hand, be governed by the instructions on the sign at derail.

Trains moving through crossover from No. 2 track to No. 1 track will be governed by interlocking signal located 60 feet east of crossover switch. Signal will not clear for crossover movement until crossover switches have been lined.

Trains moving off east lead of turntable to No. 1 track will be governed by signal located 60 feet west of derail. Signal will not clear until derail and switch have been lined.

Trainmen or enginemen will not unlock or throw the west switch of crossover, when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turntable until derail has been closed.

Eastward interlocking signal, located on No. 1 track opposite east switch to crossover, governs movement against current of traffic on No. 1 track to signal 1718.

Westward movement from west lead of turntable or from fire train crossover will not be made until permission is given by operator.

Rule 628 and 663 will not apply and the following will govern:

Telephones located at interlocking signals establishing communication with operator at Emigrant Gap. Trains stopped at signals will call operator for instructions and when such instructions have to do with an inoperative signal, trains will be preceded by flagman to next home or end of interlocking limits.

NORDEN.—Limits as follows:

No. 1 track from interlocking home signal at west switch of siding Donner to Signal Bridge 775 feet west of Norden office.

No. 2 track from signal bridge 775 feet west of Norden office to westward interlocking home signal opposite signal 1975 west of crossover Eder.

Fire Train Spur.—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator. Movement from spur governed by signal.

Run-around Tracks.—Enginemen on helpers left on run-around track must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

Rules 628 and 663 will not apply and the following will govern. Telephones located at signals communicating with signal operator at Norden office call signal operator by one long ring giving number of train, route desired, etc., movement will be governed by signal indication or instructions of signal operator and when such instructions have to do with an inoperative signal, trains will be preceded by a flagman to next home signal or clear distant signal.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, will wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

Signal on No. 2 track 60 feet west of west switch to siding governing eastward movement on No. 2 track and to siding and turntable.

Signal on No. 1 track opposite clearance point on west lead to turntable governing westward movement on No. 1 track and through crossovers.

GEORGIANA SLOUGH-DRAWBRIDGE.—Limits extend from interlocking home signal 500 feet west of drawbridge to interlocking home singal 500 feet east of drawbridge.

SNODGRASS SLOUGH-DRAWBRIDGE.—Limits extend from interlocking home signal 400 feet west of drawbridge to interlocking home signal 600 feet east of bridge.

NINTH AND K STREETS TOWER, MARYSVILLE—Crossing Western Pacific Railroad and Knights Landing and Oroville Branch Lines.

Limits on Knights Landing line extend from home interlocking signal 445 feet west of Western Pacific Railroad crossing to home interlocking signal 380 feet east of crossing.

Towerman on duty 6:20 A.M. to 2:30 P.M.
2:30 P.M. to 10:30 P.M.

Following switches and derails on Western Pacific Railroad within interlocking limits are hand operated and electrically locked, and must not be thrown until permission has been obtained from Towerman WHEN ON DUTY:

Switch and derail, Western Pacific-S. P. transfer track.
Switch and derail, Western Pacific high line track.
Derail on Western Pacific stock corral track.

During hours towermen are OFF DUTY trains desiring to move on Western Pacific main track from either direction from transfer track, high line and corral track will first proceed to derail, electric lock, and unlock the door. After door has been opened, and no trains are seen approaching on the Western Pacific track from east or west, signals 4 located on Western Pacific track 474 feet west of crossing, and 15, 2 arm signal located on Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position. You will then move lever directly below indicator to the right which will permit operation of switches. When switches are again restored to normal position lever should be moved to left position before closing door.

In the event it is necessary to make this movement when a train is approaching on Western Pacific main track from either east or west, opening the door of any electric lock will not put signals 4 or 15 in stop position, but electric lock can be released by first proceeding to junction switches and operating time hand release located in box on pole, marked hand release, which will automatically put signals 4 and 15 in STOP POSITION. After time hand release has restored to normal position a white light will light up, indicating electric locks are released.

Switches and derails must be immediately returned to normal position after train has passed over them.

Trains desiring to cross Western Pacific tracks on Knights Landing Branch, when towermen are off duty, will call Chief Dispatcher at Sacramento and be governed by his instructions.

BINNEY JUNCTION TOWER.—Junction with Woodland-Oroville line and crossing Western Pacific R. R.

Limits on Roseville-Gerber line extend from signal bridge 1300 feet west of tower to automatic home signal 1420. On Oroville line extend from signal bridge 1300 feet west of tower to interlocking home signal 950 feet east.

Woodland line from signal bridge 1300 feet west of tower to interlocking home dwarf signal on west leg of wye at clearance point to main track. Also from interlocking home signal 500 feet east of tower to interlocking home dwarf signal at spur switch on east leg of wye.

Whistle signals governing routes as follows:
Main track to or from Gerber, one long, four short.
Main track to or from Oroville, two short, two long.
Siding to or from Gerber, one short, three long.
Siding to or from Oroville, three long, one short.
Siding to or from west leg of wye, three short, two long.
Main track to or from west leg of wye, two long, three short.
Main track to or from east leg of wye, one short, one long.
To Spur, one short, two long.

Switches to east and west legs of wye hand thrown. Normal position of switch to Knights Landing line.

LIVE OAK AUTOMATIC.—Crossing Sacramento Northern Railway one half mile east of Live Oak.

Interlocking limits on S. P. track extend from home light signal SA 1522, 517 feet west of crossing, to home light signal SA-1523, 523 feet east of crossing, and on S. N. Railway track between home light signals located 600 feet on both sides of crossing.
Speed of engines at crossing 20 miles per hour.

Normal indication of interlocking home signal is STOP.

Home signal will change to PROCEED (or CAUTION) when train enters approach circuit to distant signal, provided there is no train in the block and no train within interlocking limits or approach thereto on Sacramento Northern Railway.

Eastward trains holding main track when meeting another train at Live Oak will stop west of overlap post located 100 feet west of station.

Trains having switching to perform at Live Oak should take siding, clearing main track as quickly as possible. East switch to house track and east switch to siding should be restored normally as quickly as possible after using same.

When train is stopped by interlocking home signal, a flagman must be sent in each direction on intersecting track unless the interlocking signals thereon are known to be in proper position to protect the movement.

Clockwork time release, located in door of battery house at crossing.

This Clockwork Time Release must not be operated when trains or engines are between home signals or seen to be approaching on Sacramento Northern Railway tracks.

To operate clockwork time release, turn knob to right to extreme position about one-quarter turn, release knob and when a red indicator light appears, this will indicate to flagman that signals on Sacramento Northern Railway are in proper position to protect the movement. Flagman may then proceed as prescribed by Rules 663 and 509. After four minutes, home signal should change from "Stop" to "Proceed with Caution" or a repeater red indicator light located on signal mast near base of home signal will light up and will indicate to engineman that home signals on Sacramento Northern Railway are in "Stop" position.

Train may then proceed through interlocking limits not exceeding 12 miles per hour.

WOODLAND.—Crossing Sacramento Northern R. R.

Limits on Davis-Tehama line extend from interlocking home signal 450 feet west of Sacramento-Northern R. R. crossing to home signal 500 feet east of crossing. On Woodland-Oroville line extend to dwarf signal 200 feet east of crossing.

Whistle signals governing routes as follows:
For Tehama to or from siding, one long, four short.
For Tehama to or from house track, three long, one short.
For Knights Landing to or from siding, one short, three long.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Signal Operator off duty Woodland Tower between hours 12:01 A.M. and 6:30 A.M.

Switch and derail will be lined up for movement on main track and Knights Landing branch.

Interlocking signals and derails on Sacramento Northern Railway will be set to protect movement on Southern Pacific tracks. When train is stopped by interlocking signal Rule 663 will govern.

Trains having switching to perform will use west switch to house track as east switch is interlocked and lined for main track.

MISCELLANEOUS

On freight trains ascending and descending grade between Emigrant Gap and Andover member of train crew must observe track from rear of caboose, that train may be brought to stop promptly in event of derailment.

In Valley territory engines may take oil and water without cutting off train at all points, except Marysville.

On ascending grades between Roseville and Sparks, engines may take oil and water without cutting off train at all stations except Gold Run.

RULE 221.—Train Order Signals:
Emigrant Gap.
Westward signal located 2500 feet east of office and eastward signal 100 feet west of office.
Cisco:
Westward signal located 100 feet east of Tunnel No. 3, and
Eastward signal 1000 feet west of office.
Norden:
Westward signal located 900 feet east of station, and
Eastward signal 800 feet west of station.
Indication of these train order signals will be by lights only.

When a train reaches a point approximately 300 feet from signal, if no train orders, light will change from "Stop" to "Proceed."

If signal is first seen in "Proceed" indication clearance card must be obtained.

Tracks between Sacramento and Roseville numbered and will be used as follows:
No. 1 Track, by westward trains.
No. 2 Track, by eastward trains.

Westward trains via Brighton having cars to set out at Elvas will use east end of center siding, using crossover switch near road crossing.

Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at crossover switch near road crossing.

5000 Class Engines will not clear umbrella sheds of Sacramento passenger station and must not be used on Tracks 2, 3, 4, 5, 6, and 7.

Trains and engines must not pass the switch tenders stations at east end Sacramento River Bridge, Sixth Street and Seventh Street, Sacramento, without receiving a signal from switch tender to proceed, green flag by day and green light by night, and will move with caution between switch stations enumerated above.

Engineers leaving and arriving Sacramento passenger station will refrain from sounding whistle or ringing bell and keep cylinder cocks closed while passing hospital building.

Rolling Mill 4, tracks, Sacramento yard must not be used by 1300 class switch engines or other engines larger than eight wheel engines not exceeding 74,000 pounds on the drivers, ten wheel Mogul engines not exceeding 105,000 pounds on the drivers and twelve wheel consolidation engines not exceeding 125,000 pounds on the drivers.

Tracks between Roseville and Sparks numbered and will be used as follows:
No. 1 Track, via Auburn, by westward trains.
No. 2 Track, Eastward main track via Auburn, Nevada Street, by eastward trains.
No. 4 Track, between Rocklin and Loomis; diverges from No. 2 track at Rocklin and runs on south side of No. 1 track, one half mile east of Rocklin to Loomis, connecting with No. 1 track at Loomis.

Oil spring switch located in eastward main track at east end of east drill track, Roseville.

Spring switch located at M. P. 107.38 is normally lined for main track, and is designated by SS on switch stand target.

Eastward trains moving from drill track will run through switch when lined in normal position.

Maximum speed when moving through switch from drill track 15 miles per hour.

To avoid making reverse movement through switch when leaving drill track, trains will observe position of signal 1074 located three hundred and fifty feet east of switch before fouling eastward main track, and when signal is in stop position stop at clearance point on drill track.

Train moving through switch from drill track and stopping on switch must not make reverse movement nor take slack until switch has been thrown by hand.

Switch may be thrown by hand by keeping steady pressure on switch stand lever until completely thrown and lever latched.

Running switches are prohibited.

When movement made from drill track through switch, reverse movement on main line must not be made until points are completely closed.

Westward movement on main track must not be made over this switch without first stopping and ascertaining that switch is properly lined.

Blow off cocks, sanders, or injectors must not be used, or boosters operating passing through this switch.

When making westward movement into drill track, switch must be thrown by hand and returned to normal position by hand.

Mallet, 2-10-2, 4-10-2, AC Mt., GS-I and Mikado engines, must not be operated over the following tracks:

Rocklin, siding and house track.
Penryn, fruit spurs west of station.

Newcastle, tracks 3 and 4 (either from crossover leading from main track to No. 3 or from crossover from siding).

Flint, Standard Oil spur.
Auburn, high line.
Nev. St., Auburn, spurs.
Clipper Gap, team track east of road crossing.
W. New England Mills, spur, west of tool house.
W. Applegate, spur.
Colfax, material spur in west yard.
Magra, spur.
Towle, spur.
Blue Canon, dump spur, oil spur and Greek spur east of oil column.
Spur switch, Eder.
Lumber spur switch, Summit.
Spur switch, Spruce.
Outfit spur switch, Cisco.
Crystal Lake, spur on south side of No. 2 track.
Spur switches, Yuba Pass.
Andover, outfit spur, 3 car lengths back of frog.
Donner, 6 car lengths back of frog.
Campbell Spur, Cisco, east of corral chute.

5000 and 4100 class engines must not use following tracks in Colfax Yard:
Corral track west of corral,
Bunk track,
House track and house track lead east of freight house.

Trains picking up Colfax helpers for movement to Emigrant Gap or Norden, must cut same in ahead of the Roseville helper.

On account of storage tanks of Standard Oil Company near tracks at M. P. 107.9 between Roseville and Rocklin, flues of engines must not be sanded until after engine has passed this point.

Normal position west switch siding at Midas lined for lead to No. 1 track.

Three Indication Light Type Dwarf Signal 1603 and switchindicator (Rule 512-A), located at derail west end center siding, Midas, governing movement from center siding to No. 1 track.

Normal indication Signal 1603, no light. RED indication will be displayed after derail has been closed; and with main line switch to No. 1 track lined for siding, GREEN indication will be displayed if block is unoccupied.

YELLOW indication if block is unoccupied and signal in advance is at stop.

Should Signal 1603 fail to change immediately from RED to GREEN or YELLOW after derail and switch are lined, wait four minutes for time element relay which will be effective when the approach to Signal 1601 is occupied.

Should Signal 1603 fail to change from RED to either GREEN or YELLOW be governed by Rules 509 and 99.

Two indication light type automatic dwarf signals, 1779 and 1857, and switch indicators (Rule 512-A) located at derails on west end of center sidings Crystal Lake and Troy governing movement from center sidings to No. 1 track.

Normally no indication will be displayed on dwarf signals. RED indication will be displayed after derails have been closed, and with main line switches to No. 1 track lined for center sidings. GREEN indication will be displayed if block is unoccupied.

Should signals fail to change immediately from RED to GREEN after derails and switches are lined, wait four minutes for time element relay which will be effective when the approach to signals are occupied.

Should dwarf signals fail to change from RED to GREEN be governed by Rules 509 and 99.

Eastward freight trains with helpers to cut at Norden will take siding. Westward freight trains with helpers to cut at Summit will take upper siding.

5000 and 4100 class engines may operate on west end of team track Colfax to east end of freight house platform, but must not proceed beyond east end of platform.

When torpedoes are used between Blue Canon and Stanford, each torpedo placed, will be duplicated on opposite rail.

Crotch switch at east end of Verdi center siding will be mechanically locked by the derail. Derail must be open before crotch switch can be operated.

Cars containing live poultry moving west from Sparks must be placed three cars ahead of caboose, Sparks to Truckee and three cars ahead of helper engine from Truckee to Summit.

When making up train or picking up enroute, scale repair and scale test cars should be placed in rear of freight train next ahead of caboose, or next ahead of occupied outfit cars, when latter cars are handled in freight train. Yard crews must not switch with scale repair or scale test cars, but will handle them in this respect as required to handle caboose, and when setting these cars in or out of train or shifting them from one track to another, rough switching must be avoided and equipment carefully handled.

When car is set out and scale inspector is working in car, he will display a blue signal, which must be respected as per Transportation Rule No. 26. Inspector must not display blue signal for any other purpose, that unnecessary delay in handling this equipment may be avoided.

Ordinarily freight trains from Sacramento Division will enter Sparks freight yard at crossover switch just west of Seventeenth Street and will approach this switch prepared to stop unless route lined and signals indicate proceed.

Occupied outfit cars must not be switched unless air brakes be cut in and must not be detached while in motion. Cars must not be kicked or dropped against occupied outfit cars. Cars to be coupled to occupied outfit cars must have air brakes cut in.

Except as specifically authorized by proper authority no car containing passengers is to be hauled next to locomotive of a steam passenger train. A steel combination or partitioned car may be hauled with baggage or unoccupied end next to engine.

For your information, quoting below sections 392, 399 and 8203 of Penal Codes of California, Arizona and Utah:

> "Every person, who, in making up or running railroad trains, places or runs, or causes to be placed or run, any freight car in the rear of passenger cars, is guilty of a misdemeanor, and if loss of life or limb results from such placing or running, is guilty of felony. The term 'freight car' as used in this section does not include a baggage, express or mail car."

While the above statute applies to freight cars only, we will in addition, prohibit in California the placing or running, on the rear of any passenger train, a baggage, express, mail, refrigerator express or other head end passenger car so constructed or loaded as to prevent trainmen passing through it.

When head end cars are handled as trailers behind gas-electric cars, if these head end cars cannot be readily passed through by trainmen, they must be turned so that the retainers will be on the head end to enable compliance with air rule No. 16.

When necessary to handle head end cars behind gas-electric cars, they must be turned so that the baggage and express compartment will be at the extreme rear end of train and flagman must ride in that compartment.

Minimum Clearances for Rotary Plows, Blue Canon East

Push cars in shed district must be placed between posts providing for proper clearance.

Tunnels 3 and 4 shed posts clear 8 to 10 inches.

Tunnel 5, 8 inches clearance.

East and west of mile post 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

Crews handling plows through district where standard clearance is not provided must reduce speed to six miles per hour through tunnels and at rock walls.

Normal position turntables on Truckee District will be as follows:

Blue Canon......	West approach, on account of repair platform on west end.
Emigrant Gap....	East approach, with motor on east end.
Cisco............	East approach, with motor on east end.
Norden..........	East approach to eastward track.

Trainmen and enginemen using these turntables must leave them lined as shown above.

OPERATION OF TURNTABLE AT NORDEN

Yellow light signals on leads to turntable at Norden. These signals will indicate route to be used from turntable. If no indication visible when engine is ready to leave turntable, telephone signal operator at Norden for instructions.

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table.

Release brake before moving turntable and do not apply brake unless control handle is in the "off" position.

To Move Turntable: Turn controller handle around to the third or fourth point, allowing about one second on each point.

To Stop Turntable: Turn controller rapidly to "off" position.
Allow turntable to come to a stop before reversing motor.
In case of trouble notify operator at Norden office, who will call maintainer.
Turntable must be left lined and locked for east lead to eastward track.

Box No.	ALARM BOX LOCATIONS	Mile Post
3	300 feet east of east portal Tunnel No. 1	...
4	¾ mile east of Blue Canon	...
5	300 feet west of Signal 1687 (Gunter)	...
7	Signal 1707, 500 feet east of west switch Emigrant Gap	...
8	Crossover east of turntable house, Emigrant Gap	...
9	Between Smart and Emigrant Gap	173
12	Between Smart and Yuba Pass	174
13	Between Smart and Yuba Pass	175
14	In first shed west of Yuba Pass	...
15	East switch of Summer Siding, Yuba Pass	...
16	End of shed east of portal Tunnel No. 36	...
17	West end of center siding, Crystal Lake	178
18	West end Butte Canyon Bridge	179
19	200 feet west of west crossover, Cisco	180
21	End of shed east portal Tunnel No. 39	181
22	1½ miles east of Cisco	182
23	½ mile west of crossover, Tamarack	183
24	½ mile east of crossover, Tamarack	184
25	Between Tamarack and Troy	185
26	¼ mile west of west switch, Troy on No. 1 track	...
27	East switch, Troy	186
28	600 feet east of Lower Cascade Bridge	187
29	¼ mile east of Upper Cascade Bridge	188
31	Between Spruce and Soda Springs	189
32	In first shed west of Soda Springs	190
33	300 feet east of crossover, Soda Springs	...
34	Castle Creek Bridge (Culvert 190-0)	...
35	East switch of west run-around track on No. 1 track, Summit	...
36	1000 feet west of west portal Tunnel No. 6	193
37	East portal Tunnel No. 6	194
38	Between Tunnels Nos. 9 and 10	195
39	West Switch, Donner	...
41	1 mile east of Donner	197
42	½ mile east of crossovers, Eder	198
43	Between Eder and Andover	199
44	Between Eder and Andover	199½
45	300 feet west of west portal Tunnel No. 13	200
46	100 feet east of Andover Section House	...
47	At Andover Station	201
48	In turntable house, Summit	...
49	East switch of run-around on No. 2 track, Norden	...
51	East switch of siding on No. 2 track, Norden	...
52	West portal Tunnel No. 41	...
53	Center of Tunnel No. 41	...
54	East portal Tunnel No. 41	...

Code signals following box numbers are as follows: One—East. Two—West. Three—Broken rail. Four—Track men. Five—Slide. Six—Fire.

Trains using spur track serving the Stockton Fire Brick Co. across highway at Clayton will be governed by the following:

This spur must not be used by any class of engine larger than 2700 Class.

Trains, motors, engines and cars must be stopped before crossing the highway and must not proceed to cross highway until conductor or other trainman has gone upon the crossing to ascertain if it is safe to do so and until signal to proceed has been given.

Oil trains in valley district when consisting of mixed loads and empties, will be made up with ten steel frame empty cars immediately behind engine, loaded oil cars to follow.

Through trains between Roseville and Gerber will take water at Berg instead of Marysville whenever possible.

Sidings at Nord and Lomo and team track, mill spur and Earl Fruit spur Marysville must not be used by Mikados, Mallets, SP, AC, Mt, GS-I, or 2-10-2 type engines.

Engines equipped with pilot plows must not use tracks on "E" Street, Marysville.

Where cars or engines are to be moved on old Cannery Track over 4th Street, Marysville, flagman must flag the crossing before movement is started over crossing.

When using Wye track at Barber, by engine with or without cars, tangent track, continuation of the Wye, must be used and at no time use the Diamond Match Company's track.

Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

Two engines must not be coupled on Stirling City line. Helper engines must be cut back in train.

At Chico, the Chico-Stirling City main track originates at switch on Chico-Stirling City line leading to engine house at Chico.

Trains to and from Stirling City line use yard tracks from passenger station Chico to Chico-Stirling City main track.

Track between station and Stirling City main track, must be kept clear of cars.

Westward freight trains when stopping at Chico to perform switching or to take water must stop east of Sacramento Avenue, or cut train at that point to permit the passage of traffic over tracks.

Flint hoppers and box cars must not be placed on spur serving El Dorado Lime & Mineral Company at Bullard to or beyond rock chute which does not clear this class of equipment.

Bullard spur from Bullard Junction to Lime Quarry in service. Trains and engines must not exceed 10 miles per hour on this spur. Engines must not pass a point 60 feet east of bunker switch.

Trains must stop and flagmen must precede train over Main Street when making movement on house track at Woodland.

Trains to and from Oroville on Woodland-Oroville line use Marysville siding.

No engine larger than Consolidation engines with 225,000 pounds on the drivers should pass over Trestles 97-A and 97-E on Knights Landing Line.

No train, engine, motor or car shall be operated over county road known as Wilson road at Wilson unless said train, engine, motor or car shall be under control and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

Willows-Fruto main track originates at yard limit board located on Willows-Fruto line. Trains to and from Willows-Fruto line use yard tracks from passenger station to Willows-Fruto main track.

At Roseville, schedule time and train orders for eastward trains on Roseville-Gerber line, applies at west switch of crossover, leading from No. 2 to No. 1 tracks, 400 feet west of Lincoln Street crossing.

Westward trains receiving orders at, or east of Newcastle moving an eastward train from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived.

A westward train must stop east of east crossover switch at Newcastle unless they receive a train-order signal permitting it to proceed.

Eastward trains authorized to use No. 1 track between Loomis and Newcastle, may proceed on No. 1 track to first crossover switch, located east of the station building at Newcastle.

Nos. 20, 294 and 484 will use No. 4 track, Rocklin to Loomis.

Before using drill track across Victory Highway at Isleton Wharf, train must be under control and traffic on the highway must be protected by member of the crew acting as flagman.

SPEED TABLE

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	......	21	2	51	31	1	56	41	1	27
8	7	30	22	2	43	32	1	52	42	1	25
10	6	......	23	2	36	33	1	49	43	1	23
12	5	......	24	2	30	34	1	45	44	1	21
15	4	......	25	2	24	35	1	42	45	1	20
16	3	45	26	2	18	36	1	40	46	1	18
17	3	31	27	2	13	37	1	37	47	1	16
18	3	20	28	2	8	38	1	34	48	1	15
19	3	9	29	2	4	39	1	33	49	1	13
20	3	......	30	2	......	40	1	30	50	1	12

SPEED RESTRICTIONS

Wooden passenger cars, when used in main line service, must be equipped with steel center sills and steel platforms, except

(a) Wooden baggage, express and other head-end cars not so equipped may be used, when entire consist of train is composed of such equipment, or may be handled on head end of passenger trains, provided consist thereof does not exceed seven cars, and inspection indicates movement can be made with entire safety.

(b) Wooden passenger-carrying cars not so equipped may be used in local passenger trains and in local extras, operated account holiday or excursion traffic, provided speed of such extras is restricted to forty miles per hour. When consist of local regular or extra trains contain both wooden and steel passenger-carrying cars, the wooden equipment must be kept together and on the rear.

Trains and engines must not exceed 12 miles per hour over Lincoln Street crossing, Roseville.

Speed of 60 miles per hour permitted train No. 9 between Roseville and Sacramento, where speed of other passenger trains is restricted to 50 miles per hour.

Passenger trains must not exceed 30 miles per hour and freight trains 20 miles per hour on No. 4 track between Rocklin and Loomis.

SPEED RESTRICTIONS—Continued.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Pages	Between	PASSENGER				FREIGHT			All Trains	LIGHT ENG. RUNNING FORWARD			
		Maximum	With SP-1, SP-2, SP-3, F-1, F-3, F-4, F-5, F-6, MM-2 and AM Engines	With AC-1, 2, 3, 4, 5, 6, MC-2, 4, 6, MK-2, 4, 5, 6, 8, 9, C-2 to 10 inc., C-11, 12, 14, 15, 17 and TW Engines	With Other Type Engines	Freight and Mixed, Maximum	With MC-1, 2, 4, and 6 Engines	Engines and Motors Backing	City Ordinance	SP-1, SP-2, SP-3, F-1, F-3, F-4, F-5, F-6, MK-5, 6, 8 and 9	GS-1 , MT-1, 2, 3, 4, 5, E, M, T, A and P	Types C-2 to C-10 and C-18 to 23 inc.	C-11, 12, 14,15,17, TW,MC Class MK-2, 4, MM-2, AM, AC-1, 2 2, 3, 4, 5, 6
2	Colfax—Truckee............No. 2 Track	35	35	35	35	20	20	15		30	30	25	30
2	Truckee—Sparks...........No. 2 Track	40	40	40	40	30	25	15		35	35	30	30
2, 3	Reno								15				
2, 4	Sacramento—Colfax........No. 2 Track	50	45	40	50	35	25	20		35	40	35	30
3	Sparks—Truckee...........No. 1 Track	40	40	40	40	30	20	20		35	35	30	30
3	Truckee—Loomis...........No. 1 Track	35	35	35	35	20	20	15		30	30	25	30
3	Truckee—Tahoe	40	25	25	40	30	20	15		20	30	30	30
3, 5	Loomis—Sacramento.......No. 1 Track	50	45	40	50	35	25	20		35	40	35	30
4, 5	Roseville—Gerber	50	45	40	50	35	25	20		35	40	35	30
4, 5	Lincoln								35				
6	Davis—Tehama	60	45	40	60	40	25	20		35	40	35	30
7	Woodland—Marysville	45		35	45	35		20			35	35	30
7	Marysville—Oroville	25		25	25	25		15			20	25	25
7	Brighton—Folsom	50		40	50	35		20			40	35	30
7	Citrus—Fair Oaks	25		20	25	20		15			20	20	20
7	Folsom—Placerville	30		20	30	15		12			25	15	15
8	Harrington—Wyo via Colusa	30		25	30	25		20			25	25	20
8	Willows—Fruto	20			20	15		10			15	15	15
8	Sacramento—Isleton	30		20	30	20		15			25	20	20
8	Grace—Josephine	30		20	30	20		15			25	20	20
8	Marchant—Karnak	30		20	30	20		15			25	20	20
8	Chico—M. P. 188 (Stirling City Branch)	30		25	30	25		15			25	25	25
8	M. P. 188—Stirling City	20		20	20	12		10			15	12	12
......	Through Crossovers, Turn-outs, and on Sidings				15		8						

Slow boards have been placed at west switch Truckee No. 1 track, east switch Loomis No. 1 track and west switch Colfax No. 2 track, with figures 35 on upper left side, 30 on lower left side, and 20 on right side.

Passenger trains must not exceed 35 miles per hour on tangent and 30 miles per hour on curves between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

Freight trains must not exceed 20 miles per hour between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track.

SP-1, SP-2, SP-3, F-3, F-4, F-5, F-6, AM, GS-1, and MM-2 type engines must not exceed 25 miles per hour and AC-4, AC-5, AC-6 type engines must not exceed 28 miles per hour where slow boards restricting speed on curves, show 30 miles per hour between Truckee and Loomis on No. 1 track and between Colfax and Truckee on No. 2 track, and between Truckee and Sparks on Nos. 1 and 2 tracks where slow boards restricting speed on curves show 28 miles per hour.

Mt. 1, 2, 3, 4, 5 class engines must not exceed 28 miles per hour where slow boards restricting speed on curves show 30 miles per hour.

MC 2, 4, 6 and AC 1, 2 and 3 class engines must not exceed 20 miles per hour on curves.

Motors backing through yards and over highway crossings must not exceed 10 miles per hour.

Relief trains with steam derrick must not exceed 15 miles per hour over Colusa, Sutter Basin, River Farms, Stirling City, Walnut Grove, and Placerville lines.

Relief trains with steam derrick must not exceed 25 miles per hour and will be governed by other speed restrictions.

Fire trains and flangers operating between Lawton and Loomis must not exceed 30 miles per hour and be governed by other speed restrictions.

Speed of fire trains, with water cars full, must not exceed 25 miles per hour in forward direction.

Speed of fire trains, with water cars less than three quarters full, must not exceed 20 miles per hour in forward direction. Water cars must be kept full when possible.

Trains handling loaded Flint hoppers must not exceed 25 miles per hour.

At intermediate stations where mail is dispatched while trains are in motion, speed must be reduced sufficiently to avoid injury to passengers or others who may be standing on station platforms.

Eastward first-class trains must not exceed 30 miles per hour from yard limit board located one thousand feet west of west switch at Antelope to signal 1046, from signal 1046 to mile post 108 on Roseville-Sparks line, 20 miles per hour.

Westward first-class trains from mile post 108 Roseville-Sparks line to signal 1049 20 miles per hour. From signal 1049 to Antelope station 30 miles per hour.

Freight trains on descending grades must not exceed 15 miles per hour while passing passenger trains.

When necessary for locomotive cranes to move in trains with flexible or swivel truck trailing, the speed of the train must not exceed 18 miles per hour.

Trains must not exceed 25 miles per hour entering or moving through controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals.

Trains must not exceed 25 miles per hour from Yuba River bridge to Feather River bridge, Marysville, and from east yard limit board Chico to west switch Chico Siding.

Eastward trains using No. 2 track must not exceed 12 miles per hour from Signal Bridge just west of Passenger Station Sparks to yard office at Sparks.

Engines must not exceed 8 miles per hour on balloon track at Lake Tahoe.

Trains must not exceed 25 miles per hour over Feather River bridge east of Binney Junction. This includes approaches as well as trestle on the curve just east of Feather River.

Trains must not exceed 15 miles per hour between the overhead bridge at Roseville, on the Roseville-Gerber line, and the passenger station at Roseville.

Trains must not exceed 12 miles per hour over Main and Court Street crossings, Woodland.

Trains must not exceed 12 miles per hour over railroad crossing Bridge Street east of Yuba City station.

Trains must stop within 200 feet of S. N. R. R. crossing at Yuba City and at Knights Landing drawbridge before crossing.

Trains will pass over S. P. R. R. crossing at Grace with caution.

Consolidation engines must not exceed 30 miles per hour between Yuba City and Woodland.

Motor cars must not exceed 25 miles per hour between Mile Post 138 and Placerville.

Trains having cars loaded with ore or high loads of lumber must not exceed 12 miles per hour on curves 7 degrees or over on Placerville line.

Engines using Mather Field Spur must not exceed 10 miles per hour.

Trains must not exceed 15 miles per hour over trestle 112-A on Grace-Josephine line.

When necessary to operate 5000 class engines on Stirling City line to the Sacramento Northern transfer at Chico, speed must not exceed 10 miles per hour.

Trains will stop within two hundred feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

Trains must not exceed 20 miles per hour on Dantoni line between Dantoni Junction and Dantoni.

Freight trains must not exceed 12 miles per hour on curves between Kurand and Fruto.

Trains must not exceed 10 miles per hour between initial switch of spur to Hood Wharf and Hood Wharf.

Trains must pass over S. N. R. R. crossing 9th Street, Chico, with caution.

Trains must not exceed 40 miles per hour through city limits of Corning, Orland and Willows.

Trains and engines must not exceed 20 miles per hour between west end Sacramento River Drawbridge and 15th Street, Sacramento.

Engines being hauled in trains or running under own steam must not exceed:

When main rod only is removed.................30 miles per hour
When side rods only are removed...............30 miles per hour
When both main and side rods are removed......20 miles per hour

S and SE class engines must not exceed 20 miles per hour.

Trains must not exceed 10 miles per hour from Isleton to end of track two and one half miles east.

SPECIAL INSTRUCTIONS

LOCATION OF STRETCHERS

Sacramento	Hospital
"	Baggage Room
Fair Oaks	Freight House
Hood	" "
Walnut Grove	Baggage Room
Lincoln	" "
Wheatland	" "
Marysville	" "
Gridley	" "
Biggs	" "
Chico (2)	" "
Oroville	Baggage Room
Knights Landing	Freight House
Woodland	Baggage Room
Williams	" "
Willows (2)	" "
Roseville	Power House
"	Car Dept.
"	Yard Office
"	Station
"	Hospital
"	Store Dept.
Rocklin	Baggage Room
Loomis	" "
Penryn	" "
Newcastle	" "
Auburn	" "
Colfax	" "
Dutch Flat	" "
Towle	" "
Blue Canon (2)	" "
Cisco	" "
Norden	Baggage Room
Truckee (3)	" "
Floriston	" "

HOSPITALS

GENERAL	SAN FRANCISCO
EMERGENCY	SACRAMENTO
"	ROSEVILLE
"	GERBER
"	SPARKS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

SACRAMENTO YARD

Mile Post	LOCATION	DESCRIPTION
	Sacramento River Bridge	...Side
	Shop Yard	Oil House West of Store No. 1...Side
	Shop Yard	Sand spurs Nos. 1 and 2...Overhead
	Shop Yard	Track No. 2, Car Shop No. 9...Side
	Shop Yard	Track No. 3, Car Shop No. 9...Side
	Shop Yard	Track No. 4, Car Shop No. 9...Side
	Shop Yard	Track No. 5, Car Shop No. 9...Side
	Shop Yard	Track No. 9, Car Shop No. 9. Overhead & Side
	Shop Yard	Roundhouse spur...Side
	Shop Yard	Track No. 2 Bone Yard Track...Side
	Shop Yard	Track No. 3 Laundry...Side
	Shop Yard	Track No. 2 Scrap Dock...Side
	Shop Yard	Track No. 3 Scrap Dock...Side
	6th and H Streets	Western Meat spur...Side
	6th Street	New Foundry Track...Side
	6th Street	Coke spur...Side
	6th Street	Foundry Track 6th Street...Side
	R between 11th & 12th	Lawrence Warehouse...Side
	R between 21st & 22nd	Barley spur Buffalo Brewery...Side
	R between 21st & 22nd	Buffalo Brewery spur...Overhead & Side
	25th & R	Unloading pit, Sacramento Rock and Sand Co...Side
	B between 11th & 12th	Phoenix Mill spur...Side
	B between 8th & 9th	Consumers Ice Co. Track...Side
	3rd to 6th Streets	Track No. 4 Rolling Mill...Side
	6th Street	Water Tank...Side
	15th & N. B. Streets	Unloading pit center of Track, Golden Gate Atlas spur...
	13th & 14th on B St	Unloading pit center of Track, Clark and Henry spur...
	4th & R Streets	Sacramento Vegetable Growers Assn...Side
	5th & R Streets	Virden Packing Co. spur...Overhead & Side
	Front St. between M & N	Sacramento Northern Guy Pole...Side
	Walnut Grove Connection	2nd Street to Front St. Yard...Overhead
	Front St. between H & I	Stulsaft spur...Overhead
	Between tracks No. 1 and No. 2	South end of old freight shed...Front St. Side
	Between tracks No. 2 and No. 3	South end of new freight shed..Front St. Side
	American River Bridge	...Side

ROSEVILLE-SPARKS—EASTWARD

Mile Post	LOCATION	DESCRIPTION
106.6	Roseville	Icing track, PFE track No. 2 and New Icing track, PFE Plant...Side
	Roseville Yard	Track No. 3, Heavy Rip...Side
	Roseville Yard	Track No. 4, Heavy Rip...Side
	Roseville Yard	Track No. 5, Heavy Rip...Side
	Roseville Yard	Track No. 6, Heavy Rip...Side
	Roseville	P. F. E. Icing Tracks Nos. 0-1-2-3...
	Rocklin	Kesty Quarry spur...Overhead
	Rocklin	Henderson Quarry spur...Overhead & Side
	Rocklin	Pernu Quarry spur...Overhead
	Rocklin	Elickson Quarry spur...Overhead
110.6	Rocklin	Cal. Granite spur, Rocklin, Quarry...Side
110.6	Rocklin	Stock Chute on Corral Track...Side
	E. of Rocklin	Antelope Creek bridge...Side
114.2	E. of Rocklin	Tunnel No. 15...Side & Overhead
114.8	E. of Rocklin	Tunnel No. 16...Side & Overhead
117.3	E. of Lincoln Ave., Penryn	Tunnel No. 17...Side & Overhead
120.5	E. of Newcastle	Tunnel No. 18...Side & Overhead
122.7	E. of Newcastle	Tunnel No. 19...Side & Overhead
123.2	E. of Newcastle	Tunnel No. 20...Side & Overhead
124.7	E. of Nev. St., Auburn	Tunnel No. 21...Side & Overhead
131.2	E. of Bowman	Tunnel No. 22...Side & Overhead
132.7	E. of Clipper Gap	Tunnel No. 23...Side & Overhead

ROSEVILLE-SPARKS—EASTWARD—Continued

Mile Post	LOCATION	DESCRIPTION
132.9	E. of Clipper Gap	Tunnel No. 24...Side & Overhead
133.1	E. of Clipper Gap	Tunnel No. 25...Side & Overhead
133.3	E. of Clipper Gap	Tunnel No. 26...Side & Overhead
133.8	E. of Clipper Gap	Tunnel No. 27...Side & Overhead
134.8	E. of Applegate	Tunnel No. 28...Side & Overhead
136.0	E. of Applegate	Tunnel No. 29...Side & Overhead
138.7	E. of N. E. Mills	Tunnel No. 30...Side & Overhead
139.2	E. of Lander	Tunnel No. 31...Side & Overhead
139.4	E. of Lander	Tunnel No. 32...Side & Overhead
141.7	Colfax	Automatic Signal Nos. 1420, 1421 & 1425. Side
141.7	Colfax	Water Col. W. of Station W. B...Side
141.7	Colfax	PFE Icing Platform...Side
144.5	E. of Colfax	Tunnel No. 33...Side & Overhead
144.7	E. of Colfax	Tunnel No. 34...Side & Overhead
152.2	Gold Run	Mail Crane...Side
	Gold Run	Water Tank West end of Yard...Side
152.4	E. of Gold Run	Oil & Water columns...Side
165.5	Blue Canon	Water Columns...Side
208.0	Truckee	Roundhouse portals...Side
208.0	Truckee	Oil sump doorways...Side
242.9	Reno	Transfer track...Side
242.9	Reno	Buffalo Brewing Co. platform...Side

SPARKS-ROSEVILLE—WESTWARD

Mile Post	LOCATION	DESCRIPTION
164.8		
201.3	Andover to Knapp, snowsheds.	...Overhead & Side
195.7	West of Donner	Tunnel No. 12...Overhead & Side
195.4	West of Donner	Tunnel No. 11...Overhead & Side
195.1	West of Donner	Tunnel No. 10...Overhead & Side
194.9	West of Donner	Tunnel No. 9...Overhead & Side
194.3	West of Donner	Tunnel No. 8...Overhead & Side
194.1	West of Donner	Tunnel No. 7...Overhead & Side
193.7	West of Donner	Tunnel No. 6...Overhead & Side
181.0	West of Tamarack	Tunnel No. 4...Overhead & Side
180.7	West of Tamarack	Tunnel No. 3...Overhead & Side
165.4	West of Knapp	Tunnel No. 1...Overhead & Side
132.7	W. of Applegate	Tunnel No. 0...Side & Overhead
124.5	Auburn	Ford & Son Warehouse, hill track...Side
124.5	Auburn	Lowell Warehouse, hill track...Side
124.5	Auburn	Fruit House Track, hill track...Side
124.5	Auburn	Hse. Track, Auburn I. & C. siding...Side
124.5	Auburn	Hse. Track, Ford & Son, Whse. siding..Side
122	W. of Flint	Cut West of 122...Side
	W. of Flint	Cut West of 122-G...Side
	W. of Flint	Cut West of 122-H...Side
	W. of Flint	Bloomer Cut...Side
113.9	Loomis	No. 1 Hill track, Earl Fruit Co...Side
113.9	Loomis	No. 1 Hill track, Law Bros., Fruit Hse..Side

SACRAMENTO-GERBER

Mile Post	LOCATION	DESCRIPTION
94.9	Ben Ali	Cannon Phillips spur...Overhead & Side
117.0	Lincoln	Diamond Match Co., Lumbershed...Side
	Clayton	Stockton Fire Brick Co., spur...Overhead
140.8	Marysville	W. T. Ellis Warehouse...Side
140.8	Marysville	Buckeye Mill platform...Side
122.0	Marysville, E Street	Yuba Construction Co., platform...Side
161.4	Biggs	Rice Mill Siding...Side & Overhead

WOODLAND-TEHAMA

Mile Post	LOCATION	DESCRIPTION
103.2	Dunnigan	Water Tank...Side
117.6	Genevra	Water Tank...Side
124.2	Williams	Bartlett Water Co., shed platform...Side
124.2	Williams	Stoval-Wilcox Wholseale platform...Side & Overhead
124.2	Williams	Williams Warehouse Co., platform...Side
133.0	Maxwell	Water Tank...Side

WYO-HARRINGTON

Mile Post	LOCATION	DESCRIPTION
120.8	Grimes	Water Spout...Overhead
145.9	Princeton	Water Spout...Overhead
150.4	Codora	Warehouse...Side
165.9	Rotavele	Elevator...Side
177.4	Hamilton	Boiler House of sugar factory...Side
177.4	Hamilton	Shed over beet unloading track...Overhead

DAVIS-OROVILLE

Mile Post	LOCATION	DESCRIPTION
111.4	Tudor	Water Tank...Side
112.4	Abbot	Earl Fruit Co. bldg. siding...Side
120.4	Yuba City	S.N.R.R. trolley wire, E. of depot..Overhead
135.0	Honcut	Station platform...Side
135.0	Honcut	Brown's Warehouse...Side
147.9	Oroville	C. L. Bills cement warehouse...Side
147.9	Oroville	Olive Produce Co. porch...Side
147.9	Oroville	Ice House platform...Side

SACRAMENTO-PLACERVILLE

Mile Post	LOCATION	DESCRIPTION
91.5	Sacramento, 23rd & R	Contractors' spur, building...Side
	Brighton	Unloading pit center of track A. Teichert Co. spur.
95.9	Perkins	Perkins' Store...Side
98.9	Mayhew	Humphrey Packing house platform...Side
98.9	Mayhew	Earl Fruit Co. platform...Side
122.3	Cothrin	Rock Cut...Side
126.4	Latrobe	Rock Cut...Side
126.5	E. of Latrobe	Rock Cut...Side
128.6	E. of Latrobe	Rock Cut...Side
148.7	Placerville	Water Tank...Side

SACRAMENTO-ISLETON

Mile Post	LOCATION	DESCRIPTION
92-B		Bridge...Side
93.0	Charles	Stock Chutes at 93-A...Side
	Snodgrass Slough	Bridge...Side
113.4	Walnut Grove	Pacific Fruit Bldg...Side

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. G. L. Stevenson	Division Surgeon.
Sacramento	Dr. W. W. Cress	District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Roseville	Dr. B. Woodbridge	District Surgeon.
Roseville	Dr. L. E. Jones	Asst. District Surgeon.
Loomis	Dr. P. D. Barnes	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Auburn	Dr. G. H. Fay	District Surgeon.
Colfax	Dr. D. M. Kindopp	District Surgeon.
Colfax	Dr. C. J. Durand	District Surgeon.
Dutch Flat	Dr. E. A. Bryan	District Surgeon.
Blue Canon	Dr. H. N. Miner	District Surgeon.
Truckee	Dr. J. H. Bernard	District Surgeon.
Reno	Dr. W. H. Hood	Consulting Surgeon.
Reno	Dr. Horace J. Brown	District Surgeon.
Reno	Dr. M. R. Walker	Assistant District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist.
Lincoln	Dr. A. W. McArthur	District Surgeon.
Wheatland	Dr. F. W. Didier	District Surgeon.
Marysville	Dr. E. E. Gray	District Surgeon.
Marysville	Dr. Thos E. Larner	Oculist and Aurist.
Live Oak	Dr. I. W. Higgins	District Surgeon.
Gridley	Dr. W. S. Lavy	District Surgeon.
Biggs	Dr. P. Caldwell	Emergency Surgeon.
Durham	Dr. J. L. Doyle	District Surgeon.
Chico	Dr. N. T. Enloe	District Surgeon.
Chico	Dr. D. H. Moulton	Associate District Surgeon.
Los Molinos	Dr. J. H. Belyea	District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Davis	Dr. W. E. Bates	Emergency Surgeon.
Davis	Dr. Thomas E. Cooper	Emergency Surgeon.
Woodland	Dr. H. D. Lawhead	Consulting Surgeon.
Woodland	Dr. Fred R. Fairchild	District Surgeon.
Arbuckle	Dr. H. S. Powis	District Surgeon.
Williams	Dr. C. F. Keith	Acting District Surgeon.
Colusa	Dr. C. O. Poage	District Surgeon.
Willows	Dr. C. W. Lund	District Surgeon.
Stirling City	Dr. A. L. Derbyshire	District Physician and Surgeon.
Corning	Dr. H. H. Beck	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon.
Folsom	Dr. L. H. Sanborn	Emergency Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City	Dr. Smith McMullen	District Surgeon.
Walnut Grove	Dr. V. W. Pallosen	District Surgeon.
Isleton	Dr. J. H. Leimbach	District Physician and Surgeon.
Tahoe	Dr. C. B. Pedersen	Emergency Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 lbs. back of Tender

Revised to August 7, 1932

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber Via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
E-23	E-73 20/24 92	1433 to 1458	190	3300	720	450	1150	530	2800	....	....	2900	1900	....	....
E-23	E-73 20/24 101 S	1433 to 1458	190	3450	750	470	1200	550	2900	1050	560	3000	1950	....	....
E-24	E-69 18/26 73	1462	165	2600	....	....	....	....	2100	....	....	2250	1400	....	....
E-24	E-69 18/26 74	1464 to 1469, 1482													
E-27	E-73 20/26 113 S	1526 to 1540	210	4000	....	....	....	....	3100	....	....	....	....	....	....
M-4	M-63 20/28 126	1615 to 1719	190	4300	1050	690	1650	800	3400	1250	780	3750	2300	....	....
M-4	M-63 20/28 128 S														
M-4	M-63 20/28 135 S														
M-6	M-63 21/28 150 S	1725 to 1769, 1780 to 1803	200	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980
M-6	M-63 21/28 153 S	1823 to 1825													
M-9	M-63 21/28 150 S	1804 to 1822	210	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050
M-9	M-63 21/28 156 S	1826, 1827													
T-8	T-57 18/24 87	2174, 2178 to 2181, 2183	160	2800	....	....	....	....	2200	....	....	2450	1500	250	490
T-2	T-63 20/26 105	2221 to 2230	160	2850	....	....	....	....	2300	....	....	2470	1550	220	460
T-1	T-63 20/28 112	2235 to 2273	180	3850	900	590	1400	680	3100	1100	700	3350	2100	370	700
T-25	T-69 26/28 134	2275 and 2277	200	4200	980	630	1550	730	3450	1200	720	3700	2300	360	720
T-26	T-69 21/28 152 S	2283 to 2300	200	4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860
T-23	T-63 21/28 156 S-163 SF	2301 to 2310	210	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	560	1040
T-28	T-63 22/28 162 S	2311 to 2362	210	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	630	1150
T-32	T-69 23/28 174 S	2363 to 2370 2372 to 2384	210	6150	1450	970	2300	1100	5040	1800	1150	5400	3450	....	....
C-11	C-51 22/26 152	2502	180	5150	....	....	....	....	4050	1550	1000	4580	2750	550	1100
C-12	C-50 20/28 164	2503	190	4750	....	....	....	....	3700	1400	870	4150	2500	580	1080
C-9, 10	C-57 22/30 200 SF	2513 to 2599, 2750, 2752 to	210	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550	....	....
C-9, 10	C-57 22/30 194 S	2860													
C-8	C-57 22/30 192 S	2698 to 2749, 2751													
C-5	C-57 22/30 187 S	2624 to 2679													
C-5	C-57 22/30 185 S	2680 to 2693													
C-5	C-57 22/30 180	2624 to 2679	200	5950	1450	970	2300	1100	4650	1750	1100	5150	3150	....	....
C-5	C-57 22/30 178	2680 to 2693													
TW-1	TW-54 22/26 147	2900 to 2913	180	5050	1260	840	1960	960	3960	1490	950	4450	2690	500	950
TW-8	TW-54 21/32 161 S	2914 to 2923	190	5650	1450	960	2200	1100	4450	1700	1100	4750	3000	....	....
TW-4	TW-56 20/30 120	2928, 2930, 2931	160	3900	940	610	1500	710	3050	1150	740	3450	2100	400	740
Mk2-4	Mk57 23¾/30 206 S	3200 to 3240	210	7800	2000	1350	3050	1500	6100	2300	1500	6800	4150	....	....
Mk2-4	Mk57 23¾/30 222SF-230SF														
Mk5, 6	Mk63 26/28 210 S	3241 to 3277	210	8000	2100	1400	3250	1600	6700	2500	1600	7400	4550	....	....
F-1	F-63 27½/32 273 S	3600 to 3652	200	8000	2400	1600	3650	1850	7600	....	....	....	....	....	....
F-4, 5	F-63 29½/32 306/B-61 SF	3668 to 3763	200	8000	2750	1800	4150	2100	8000	....	....	....	....	....	....
F-5	F-63 29½/32 306/B-62 SF	3764 to 3768													
MC-2	MC-57 26-40/30 394	4000 to 4016	210	8000	3250	2200	4950	2500	8000	....	....	....	....	....	....
MC-4	MC-57 26-40/30 398	4017 to 4028													
MC-6	MC-57 26-40/30 401 S	4029 to 4043													
MC-6	MC-57 26-40/30 395 S	4044 to 4048													
AC-1,2,3	AC-57 22-22/30 441 SF	4000 to 4048													
AC-4	AC-63 24-24/32 475 SF	4100 to 4109	235	8000	4100	3000	6300	3450	8000	....	....	....	....	....	....
AC-5	AC-63 24-24/32 483 SF	4110 to 4125													
AC-6	AC-63 24-24/32 517 SF	4126 to 4150	250	8000	4450	3250	6800	3700	8000	....	....	....	....	....	....
MM-2	MM-63 35-38/28 320 SF	4200 to 4211	200	8000	2450	1630	3750	1870	8000	....	....	....	....	....	....
MT-1,3,4,5	MT-73 28/30 246/B-60 SF	4300 to 4376	210	8000	2250	1450	3650	1700	7650	....	....	....	....	....	....
SP-1	SP-63 28-32/25 316/B-60 SF	5000 to 5015	225	8000	3150	2100	4800	2400	8000	....	....	....	....	....	....
SP-2	SP-63 28-32/25 317/B-61 SF	5016 to 5048													
P-1, 3, 5	P-77 22/28 141 S	2400 to 2452 2459, 2460	210	4950	1150	730	1800	850	4050	1400	840	4350	2750	....	....
P-1	P-77 22/28 152 SF														
P-1	P-77 22/28 160/B-54 S	2400 to 2427	210	5350	1150	760	1900	880	4400	1450	870	4700	3000	....	....
P-1	P-77 22/28 163/B-54 SF														
P-4	P-77 23/28 155/B-58 SF	2400 to 2437	210	5850	1250	810	2050	950	4800	1550	930	5100	3200	....	....
P-8, 10	P-73 25/30 181 SF	2461 to 2474, 2478 to 2483	200	6800	1600	1000	2550	1200	5450	....	....	....	....	....	....
P-8, 10	P-73 25/30 183/B-63 SF	2475, 2484 to 2491	200	7200	1650	1100	2700	1250	5750	....	....	....	....	....	....
GS-1	GS-73 27/30 262/B-58 SF	4400 to 4409	250	8000	2350	1550	3800	1800	8000	....	....	....	....	....	....
Allowance for Empty and Under-loaded Cars	Less than 40 M's			6	6	3	6	3	6	3	3	6	6	6	6
	40 M's to 50 M's			3	3	0	3	0	3	0	0	3	3	3	3
	More than 50 M's			0	0	0	0	0	0	0	0	0	0	0	0

Note: Rating of trains East with two or more locomotives classes AC-4, 5 and 6 will be single rating shown in column 3, Colfax to Sparks, multiplied by number of locomotives used, for the entire district, Roseville to Sparks.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"MM"—Mallet Mogul
"AC"—Articulated Consolidation
"A"—Atlantic Type
"M"—Moguls "Mk"—Mikado
"TW"—Twelve-wheelers
"MC"—Mallet Consolidation
"MT"—Mountain Type
"GS"—Golden State
"E"—Eight-wheelers
"P"—Pacific Type
"F"—Two-ten-two Type
"SP"—Southern Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	All Steel	Steel Underframe	Wood
Baggage—60 ft.	93,070	......	......
" —66 ft.	127,610	......	......
" —70 ft.	122,620	......	......
" —70 ft. (With Auto. End Door)	125,800	......	......
" —(Dynamo)	98,730	......	......
"	......	87,120	81,120
Baggage & Mail—60 ft.	103,620	......	......
" " —69 ft.	124,760	......	......
" " —70 ft.	129,140	......	......
" "	......	103,590	99,200
Baggage & Passenger	108,675	112,640	76,320
Express Refr.—N. P. Ry.	......	74,000	60,000
" " —G. N. Ry.	......	......	70,000
" " —A. R. E. No. 40–154	......	78,000	......
" " — " " 155–224	......	89,000	......
" " — " " 500–506	......	110,000	......
" " — " " 1101–1175	......	85,000	......
" " —P. F. E. " 500–799	......	83,000	......
Tea & Silk	......	......	48,180
Express, Horse	133,050	......	81,033
Postal	112,120	......	......
Postal Storage—40 ft.	74,530	......	......
" " —60 ft.	105,120	......	......
Club	146,210	122,300	......
Official	170,700	155,370	109,370
Chair—60 ft.	100,620	......	84,740
" —74 ft.	163,900	......	......
Coaches—60 ft.	98,130	......	......
" —70 ft.	137,640	......	......
" —72 ft.	139,660	......	......
" —73 ft.	148,040	......	......
" —72 ft. (Interurban)	120,000	......	......
"	......	......	81,210
All-Day Lunch—Chair	105,970	......	......
" " —Coach	103,875	......	......
Cafe Coach	......	138,600	......
Diner—70 ft.	......	135,930	131,040
" —72 ft.	155,330	146,930	134,530
" —77 ft. (Arch Type Roof)	156,000	......	......
" —77 ft. (Clere Story Roof)	161,520	165,530	......
" —79 ft.	169,100	......	......
" —80 ft.	175,200	......	......
Cafe Parlor	148,950	161,200	......
Lounge	173,000	......	......
Observation—75 ft.	154,400	......	......
" —77 ft.	173,300	......	......
"	......	141,870	121,300
Pullman—Observation	164,600	153,000	......
" —Observation Lounge	171,200	......	......
" —Lounge	168,700	......	......
" —Parlor	155,600	147,500	......
" —Bedroom Car	167,600	......	......
" —Standard Sleeper	164,600	144,000	......
" —Tourist	140,600	133,000	......
Rail Car—Gas-Electric, 400 H. P	158,400	......	......
" —Gas-Electric, 600 H. P	167,200	......	......
" —McKeen—55 ft.	64,140	......	......
" — " —70 ft.	71,530	......	......
Observation (Open Top)	......	......	62,000

MILEAGE

Main Lines

End Western Division to Sacramento	S. P. R. R.			.29	
Sacramento to Lawton	C. P. Ry.			147.73	
At Elvas	C. P. Ry.			.31	
Brighton to Elvas	C. P. Ry.			4.13	
Davis to Tehama	S. P. R. R.			109.71	
Roseville to Gerber	C. P. Ry.			105.92	
Total Main Lines					368.09

Branches

Colusa	S. P. R. R.	Harrington to Wyo		71.66	
Dantoni	C. P. Ry.	Dantoni Jct. to Dantoni		4.46	
Fair Oaks	S. P. R. R.	Citrus to Fair Oaks		2.14	
Fruto	S. P. R. R.	Willows to Fruto		17.20	
Knights Landing	S. P. R. R.	Woodland to West of Cunard	9.71		
	S. P. Co.	West of Cunard to Grace	1.20		
	S. P. R. R.	Grace to Binney Junction	26.23	37.14	
Lake Tahoe	S. P. Co.	Truckee to Lake Tahoe		14.73	
Oroville	S. P. R. R.	Binney Junction to Oroville		25.26	
Placerville	S. P. R. R.	Sacramento K to N Streets	.25		
	S. P. R. R.	Sacramento Q Street to Brighton	4.94		
	C. P. Ry.	At Brighton	.39		
	S. P. R. R.	Brighton to Placerville	55.87	61.45	
River Farms	S. P. Co.	Knights Landing Jct. to Boyer		14.21	
Stirling City	C. P. Ry.	Chico to Stirling City		31.22	
Sutter Basin	S. P. Co.	Grace to Josephine	20.96		
		Marchant to Karnak	2.75	23.71	
Walnut Grove	C. P. Ry.	Sacramento to Isleton		33.23	
Total Branches					336.41
Total Sacramento Division					704.50

E. F. NASSOIY, Assistant Superintendent.

TRAINMASTERS

J. LORD	SACRAMENTO, CAL.
C. C. FISHER	SACRAMENTO, CAL.
M. L. JENNINGS	ROSEVILLE, CAL.

ROAD FOREMAN OF ENGINES

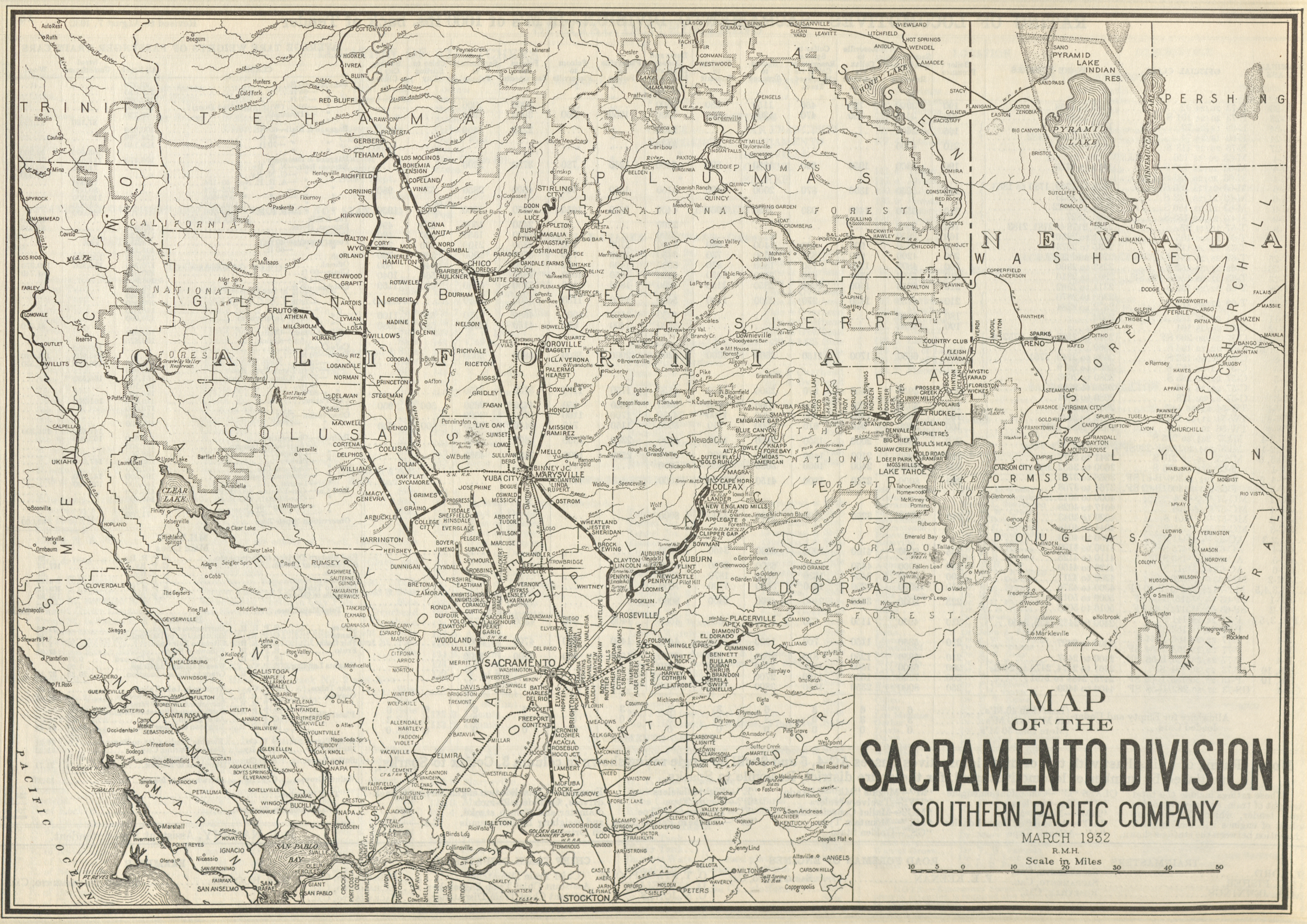
F. E. KEENAN	SACRAMENTO, CAL.

CHIEF TRAIN DISPATCHERS

O. T. STACKPOOLE	Chief Train Dispatcher	SACRAMENTO, CAL.
D. A. NEELLEY	Assistant Chief Train Dispatcher	SACRAMENTO, CAL.
C. N. JONES	Assistant Chief Train Dispatcher	SACRAMENTO, CAL.

EXAMINER

W. S. HOOSON	SACRAMENTO, CAL.



CALIFORNIA
NEVADA
PACIFIC OCEAN
TRINITY
TEHAMA
LASSEN
PLUMAS
BUTTE
GLENN
COLUSA
SIERRA
NEVADA
PLACER
YOLO
SUTTER
YUBA
SACRAMENTO
EL DORADO
AMADOR
NAPA
SONOMA
MARIN
SOLANO
LAKE
MENDOCINO
WASHOE
ORMSBY
DOUGLAS
LYON
STOREY
CHURCHILL
PERSHING
MINERAL
PYRAMID LAKE
LAKE TAHOE
CLEAR LAKE
HONEY LAKE
LAKE ALMANOR
SAN PABLO BAY
SACRAMENTO
STOCKTON
RENO
MARYSVILLE
CHICO
ROSEVILLE
AUBURN
TRUCKEE
PLACERVILLE
CARSON CITY

MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

MARCH 1932

R.M.H.

Scale in Miles

10 5 0 10 20 30 40 50